

THE ILLUSTRATED LONDON NEWS

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With Special 24-Page Supplement:
The Royal Agricultural Show; and Liverpool. **SIXPENCE.**

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Lord Cawdor. Lord Lansdowne.

Mr. Balfour.

Mr. Austen Chamberlain.



Mr. Birrell.

Mr. Lloyd George.

Mr. Asquith.

Lord Crewe.

THE SECRET DISCUSSION OF THE CONSTITUTIONAL QUESTION: THE CONFIDENTIAL CONFERENCE BETWEEN LEADERS OF THE GOVERNMENT AND LEADERS OF THE OPPOSITION IN MR. ASQUITH'S PRIVATE ROOM AT THE HOUSE OF COMMONS.

The first conference between leaders of the Government and leaders of the Opposition on the Constitutional question took place in the Premier's private room at the House of Commons on Friday afternoon of last week. Those present were the Prime Minister, Mr. Balfour, Lord Crewe, Lord Lansdowne, Lord Cawdor, Mr. Lloyd George, Mr. Birrell, and Mr. Austen Chamberlain. It is understood that, despite considerable opposition to the course, the proceedings are to be secret, the deliberations being entirely untrammelled by any limitation or condition. Should the conference proceed smoothly, it is likely to last for a considerable time.—[DRAWN BY OUR SPECIAL ARTIST, S. BEGG.]

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MUSIC.

REVIVALS of "Otello" and "La Tosca" at Covent
Garden, and concerts by Pachmann, Szigeti,
Zimbalist, Boris Hambourg, and Dr. Camille Saint-
Saëns were the chief features of last week's music. In
"Otello" Melba sang the Desdemona music fault-
lessly, and even gave a measure of dramatic sig-
nificance to the rôle, as though to prove that the drama
was as sure in its appeal to her as the music itself.
Zerola was the Otello, and Sammarco the Iago. In
"La Tosca" Mlle. Destinn took the title-rôle, and if she
did not realise all the drama's heights and depths, her
singing was superb. M. Baklanoff, the baritone from
Russia, who is having his first season at Covent Garden,
made a hit in the part of Baron Scarpia. His acting
was of the kind our National Opera House sees all too
seldom. Mr. Riccardo Martin, as Cavaradossi, pleased
everybody; he is a distinct acquisition to opera in
London. To-night, Charpentier's delightful opera
"Louise" will be revived.

At His Majesty's Theatre, the long-expected and
eagerly anticipated Mozart Festival has been in pro-
gress, but as the work must be considered as a whole,
notice of it may be held over till next week, the more
readily because it is Mr. Beecham's intention to give
three performances of each opera. The "Fledermaus"
of Johann Strauss, the "Feuersnot" of Dr. Richard
Strauss, and the one-act opera, "A Summer's Night," by
Mr. Clutsam, the talented musical critic of the *Observer*,
are in rehearsal.

M. de Pachmann's concert, with the New Symphony
Orchestra, at the Queen's Hall last week afforded
further justification, if any were needed, for the high
esteem in which the great pianist is held. He played
both the pianoforte concertos with extraordinary insight
and absolute freedom from exaggeration. While every
point is made, while the beauty of the phrasing appeals
steadily to the ear, the distinguished player never fails
to bear in mind that the parts make up the whole.
Balance and proportion are as much to him as accuracy
of notes or varieties of tone and tempo. Under M. de
Pachmann's marvellous hands Chopin reveals his beauty;
in the hands of some of our less gifted players the Polish
master's music merely sounds pretty and sentimental.
Mr. Landon Ronald included in his programme the
"Præludium" by Järnefelt, a wonderful piece of writing
in canon, the form that has delighted so many skilled
composers—notably Mozart, Bach, Weber, and Purcell.

Nothing in musical London has been happier or more
appreciated than the short series of concerts devoted to
Dr. Saint-Saëns to the pianoforte concertos of Mozart
and given at Bechstein's. With the aid of a small
orchestra, conducted by Mr. B. Hollander, the Grand
Old Man of French music has brought home to many
among his audiences the supreme beauty of work that
is seldom heard and, even when given, is not presented
under equally favourable circumstances.

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PARLIAMENT

WHILE representatives of the Government and of
the Opposition have been conferring on the
Constitutional question, the House of Commons has
been doing its work in an exemplary manner. Many
of its sittings since it reassembled have been short, and
there has been exceedingly little party contention. The
two sides agreed in giving sanction to the increase of
the salary of the President of the Local Government
Board from £2000 to £5000. The greater part of this
week has been devoted by the Commons to the
Regency Bill, the Census Bills, a Vote on Account,
and some Estimates; and in debate on the Board of
Agriculture country members were relieved to hear Sir
E. Strachey's emphatic refusal to withdraw the embargo
on cattle from Argentina. Restlessness has been shown
by certain sections during the suspension of the Con-
stitutional controversy. The Labour Party has protested
against representatives of the two Front Benches going
"behind the decision of the House of Commons," and
a few Radicals also have betrayed uneasiness. There
has, however, been a general feeling of self-restraint
on the Liberal side, and a disposition to rely on
the Prime Minister's statement that the Government
would not lose sight of the declared objects of their
policy; while in the Conservative quarter members have
been, as a rule, loyally content to "wait and see." In
the House of Lords the Government bench has lost the
veteran Viscount Wolverhampton, who, by his resig-
nation, has closed an official career in which he was
distinguished as an administrator, a debater, and a
sagacious counsellor; and his place in the Cabinet
has been filled by the promotion of Earl Beauchamp.

OUR SUPPLEMENT: THE "ROYAL" AND LIVERPOOL.

HAVING regard to the holding this week of the
Royal Agricultural Society's Show at Liverpool,
for the third time in the history of the institution, and
the remarkable progress seen in all departments, which
is making this year's "Royal" specially interesting
and notable, we are devoting an Illustrated Supplement
to both the Royal Show itself and to the great city
where it is being held, dealing particularly with some
of Liverpool's wonderful industries and the commercial
enterprises which have given the Queen City of the
Mersey her place in the forefront among the great
trading marts of the world. Liverpool, its civic, com-
mercial, and shipping magnates, and its centres of
absorbing trade activities and business energies, are
set forth and depicted by camera and letterpress in a
manner which, it is confidently trusted, will specially
attract and interest not only the throng of visitors to
the "Royal," but also the wider circle of those who
have their homes in the great city and among its far-
reaching suburban townships.

THE PLAYHOUSES.

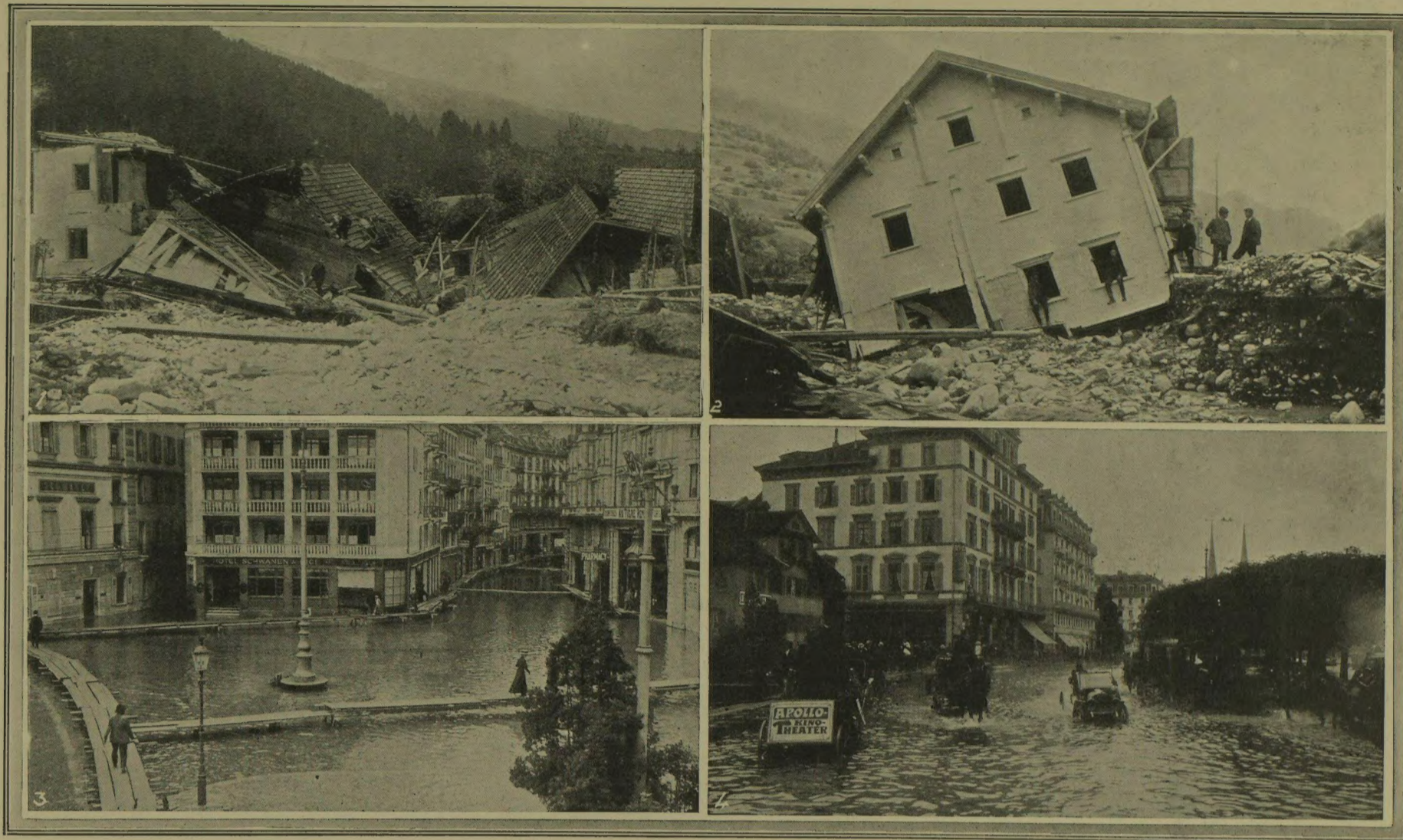
"THE CROSS ROADS," AT THE COURT.

IT is odd that we should have been allowed to see
Mr. S. L. Robinson's newest play, "Harvest," be-
fore its predecessor—a far stronger and more convin-
cing drama, "The Cross Roads." There may be only
two acts in this piece, the prologue having been wisely
discarded on production by the Irish Theatre Society,
but these two acts tell their story with directness,
with occasional humour, and with a terrible poignancy.
The tragedy of the career of Ellen McCarthy, the
earnest, one-idea'd propagandist who is set upon reform-
ing Irish farming, and in pursuit of her ideal gives love
the go-by, and marries a superstitious and old-fashioned
farmer, only to bring him bad luck, while among her
neighbours her scientific methods prove gloriously suc-
cessful, is presented with a straightforwardness and
a sense of climax that carry the audience by storm.
The piece last Monday night brought out some admir-
able acting, Mr. Kerrigan, as a calculating old farmer,
Miss Sara Allgood, as the obstinate heroine; Mr. Fred
O'Donovan, as the lover who tries to check her mad-
ness; and, in particular, Mr. Arthur Sinclair, as the hus-
band, all contributing to carry out the author's intention.

INFECTIOUS DISEASES AMONG METALS.

(See Illustrations on "Science and Natural History" Page.)

THAT various metals—tin, iron, brass, lead—can,
like living organisms, contract diseases fatal to
their usefulness by inducing processes of deterioration,
which are also contagious, is a very important discovery.
For it Professor Ernst Cohen, of the University of
Utrecht, is responsible, as the result of a series of special
investigations. Professor Cohen, experimenting in par-
ticular with a block of Banca tin weighing about twenty-
five kilos, which had become corroded, was able to prove
the presence in the block of metal of two different
physical kinds or natures, although of identical chemical
composition. One kind, which the Professor termed
"white" tin, was healthy metal, fit for any purpose;
the other, which he termed "grey" tin, had been
originally "white," but had become diseased and
decayed, also producing a grey dust. By ordinary
physico-chemical process, M. Cohen satisfied himself
that the transformation of "white" tin into "grey"
takes place at any temperature below 18 degrees
(Centigrade), and that by adding certain morbid
"germs" it is possible to accelerate the degeneration
in just the same way as the inoculation of certain
microbes affects animal organisms. The Professor, in
his experiments also, by means of the dust-germs from
the "grey" tin, infected blocks of pure "white" tin,
with the result that the same decaying process into
"grey" tin and dust set in there forthwith. Professor
Cohen, although his experiments have been mainly con-
fined to tin, has also diagnosed the same "disease" in
other metals. He is now engaged on a series of studies
of the Pathology of Iron.

The Remarkable Floods on the Continent: Scenes of the Devastation Wrought by the Waters.

1. AS IT MIGHT HAVE BEEN AFTER AN EARTHQUAKE'S UPHEAVAL: HOUSES DESTROYED IN THE PRÄTIGAU VALLEY IN THE ENGADINE.

3. A NETWORK OF WOODEN WALKS IN VENICE-LIKE LUCERNE: PATHS SET OVER THE FLOODED STREETS FOR THE BENEFIT OF FOOT-PASSENGERS.

2. ANOTHER RESULT OF THE FLOODS IN THE PRÄTIGAU VALLEY: THE POST-OFFICE OF DALVARRA UPROOTED FROM ITS FOUNDATIONS.

4. ON THE FAMOUS SCHWEIZERHOF QUAY, LUCERNE, DURING THE FLOODS: MOTORS AND OTHER VEHICLES MAKING THEIR WAY THROUGH THE WATER.

Floods have done an extraordinary amount of damage on the Continent. At Lucerne, for instance, the whole of the Schweizerhof Quay was under two feet of water. The onrush of the River Reuss brought many salmon down to Lucerne; indeed, one that weighed well over eight pounds was caught by the roadside between Lucerne and Seeburg. That is but to speak of the lighter side of the affair. There has been a disastrous side also. Lives have been lost and many buildings have been wrecked, not only in Switzerland but in Germany, in Hungary, and elsewhere.

PHOTOGRAPHS NOS. 1 AND 2 BY ROBERTSON; NO. 3 BY ILLUSTRATIONS BUREAU; AND NO. 4 BY KRENN.

The Royal Naval and Military Tournament: "Britannia's Muster."*"NO MERE PAGEANT": "THE MILITANT SPIRIT OF OUR EMPIRE TRANSLATED INTO FLESH AND BLOOD."*

The Royal Naval and Military Tournament opened at Olympia on Monday last, and, as usual, provides a spectacle of great interest. To quote the official description: "'Britannia's Muster' is no mere pageant. It is the militant spirit of our Empire translated into flesh and blood. . . . India, Canada, Australia, and South Africa, grouped around Britannia, with the Navy and Army of all our lands formed into a square about them, speak of the allegiance of the Commonwealths and Dominions and Empires of our race to the Mother Country." In the photograph may be seen the cars emblematic of India, Canada, Britannia, South Africa, and Australia.—[PHOTOGRAPH BY L.N.A.]



By G. K. CHESTERTON.

THERE is an atmosphere of compromise everywhere at the present instant, and of what always goes with compromise—secrecy. Everybody is beckoning to everybody else, and taking everybody else apart for a few minutes' conversation. The silence round the funeral of the late King is not a stately silence of bowed figures or bared heads: it is rather that maddening silence in which one sees groups of people arguing and gesticulating without hearing a word that they say. I confess that I dislike these hurried business bargains made in the churchyard: I am willing that debate should cease if it gives place to contemplation; but I do not like debate to cease when it only gives place to intrigue. I prefer even the mere cry of a maniac—such as the cry that the Cabinet killed the King. It is quite comically plain, of course, that, even if Mr. Asquith is an assassin as gory as Kidd, or as venomous as Borgia, the very last person he would have wanted to murder was the late King. I can imagine many other political corpses cheerfully strewn along Mr. Asquith's sanguinary path before he came to contriving the one death that has upset half his plans. But even mere screams of idiocy like that are more soothing to my own particular civic soul than this busy and bustling silence. Carlyle and other sages have doubtless preached that it is chiefly in silence that something is done. But my own experience is rather that it is chiefly in silence that somebody is done; and the somebody who is done is generally the average British taxpayer.

I will confess to such quixotry as to feel generally that compromise is a little compromising. The whole tone and tint of our public and private diplomacy seems to me somewhat blurring to honour. All "settlements" smell rather of money—like marriage settlements. All "arrangements" tend a little to be, like Mr. Whistler's pictures, arrangements in mud and gold. But I do not press this extreme idealism upon politicians. I know that most politicians are engaged in trying to imitate the other politicians, which cannot be considered as a school of virtue. Moreover, I am not so fanatically theoretic that I cannot see that there is something in the change of affairs when they come to be handled and employed. Certainly there is one sort of shining idealism that is like the sheen on new, stiff, and sticky furniture. If the furniture is any good at all (which is frequently not the case) it will be better when it has been a little used and mellowed. Many an armchair have I mellowed in my time; leaning backwards in it until the obstinate back gives way, with a comfortable crash; grinding its sturdy legs firmly into the floor till the needless and inconvenient castors are wrenched off and roll happily away. This mere softening of the crudity of a piece of furniture by practice and experiment may, no doubt, be an advantage; and only the other day, when I had just mellowed a large sofa, and the servants were picking up the pieces, they were compelled to admit that I had taken away altogether that unhomely, shiny look as of

something just come from a shop which had previously offended the eye. But while I am willing to give to any piece of furniture another and a bolder shape merely by sitting on it, there are limits to this disruptive process. There comes a point in the life of every chair when its owner should emphatically make up his mind whether he wishes to use the chair for a chair or to use the chair for firewood. Both courses are practical; nay, both are poetical. It may be even that the chair is more lovely when crowned with an aureole of ardent flames than when merely surmounted by a somewhat shapeless journalist. But a compromise between these two courses is emphatically to be discouraged. I strongly object to sitting on the most comfortable chair if three legs of it are being used for support, while one leg is being used for firewood. I do not agree with those

who alone can really need political power. If (on the one hand) it is unwomanly to crowd to polls and Parliaments, this Bill does that wrong to womanhood. If (on the other hand) it is unmanly to leave women voteless in slums and factories, this Bill leaves them there. If I were a Suffragist on generous and democratic lines, as many of them are, nothing would induce me to support so oppressive a compromise. I would as soon have been an Abolitionist and agreed that no niggers should be free except the niggers who were already nigger-drivers.

The same evil compromise hovers over party politics; but I shall have little space to deal with that, to my own regret and possibly to the Editor's relief. I am not preternaturally impressed by the fact that Mr. Asquith, Mr. Balfour, and Mr. Lloyd George

are all to meet in an unreported Conference; for I know they have been meeting in unreported conferences about twice a week for the last five years. To suppose that statesmen, any two of whom can at any moment of their Parliamentary existence say anything they like to each other, by the simple operation of getting into a hansom cab or sitting down in a quiet part of the Terrace, will have anything astonishing to say to each other at a conference, affects me as slightly simple-minded. Even if they were practically of different social classes it would be easy enough to have twenty or thirty conferences; there would be no difficulty about private conversations between the Duke of Norfolk and Mr. Keir Hardie if they wanted to have them. But as these Cabinet Ministers belong practically to the same class, and dine with each other constantly, the question is not so much whether they should have a private conference, as whether they have ever had anything else. If they left off having private conferences it might perhaps be a beneficent reform; but I do not urge it. What is really new and perilous, if one may say so, is the publicity of the privacy. As long as these contracts and compromises are made behind the back



Photo, Topical.

MAKING IT EASY FOR A PASSENGER ON AN AEROPLANE TO GUIDE THE PILOT: THE MICROPHONE INVENTED BY CAPTAIN MARCONNET IN USE.

It is obviously difficult for the passenger sitting behind the pilot of an aeroplane to make that pilot hear while the machine is making a rapid flight through the air. Hence the invention, by Captain Marconnet, of the microphone here shown. With the aid of this, the passenger, armed with a map of the route, can give the pilot directions with ease. It will be noted that the mouth-piece used by the passenger is attached to the flap of the pilot's cap, and that the mouthpiece for the pilot is placed on his left shoulder.

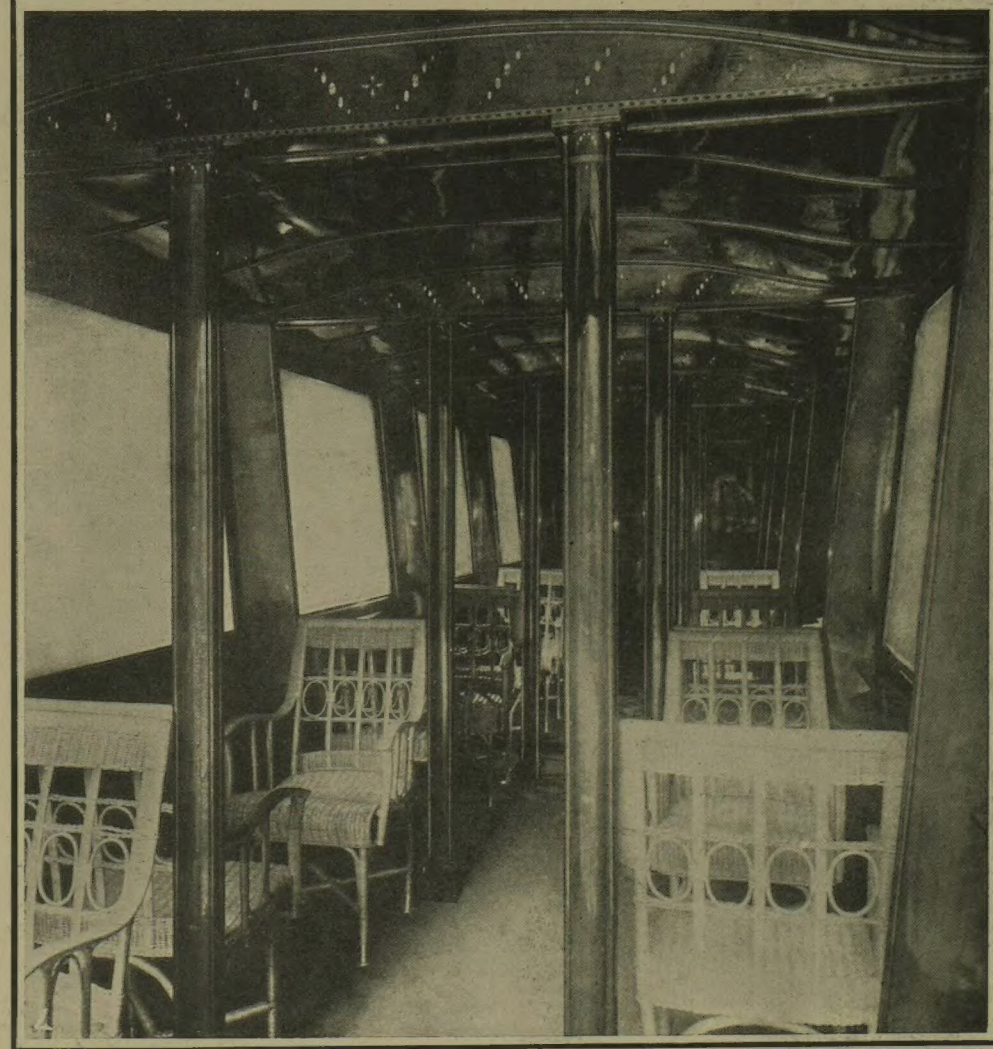
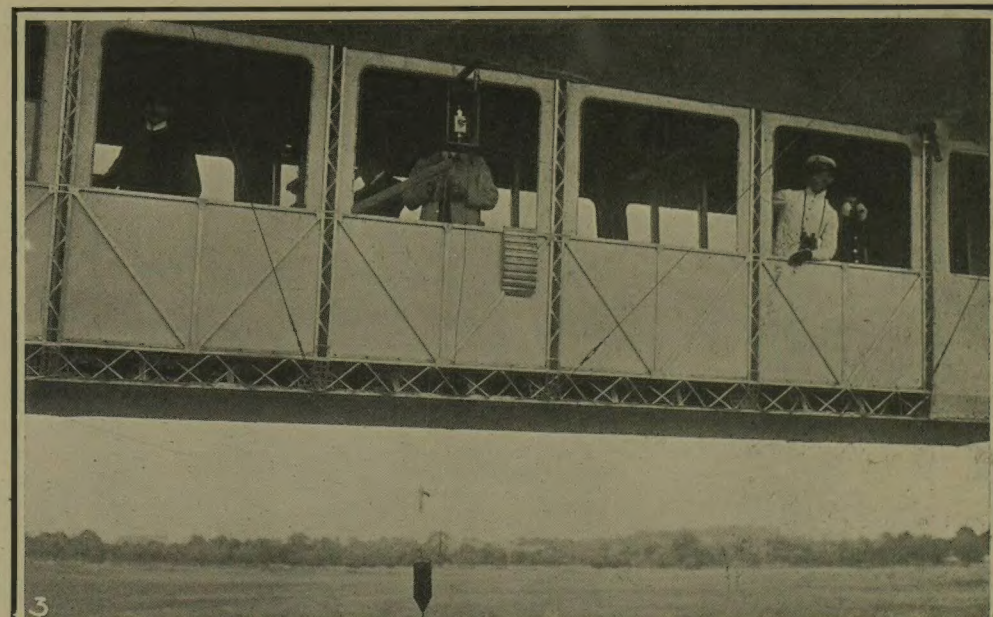
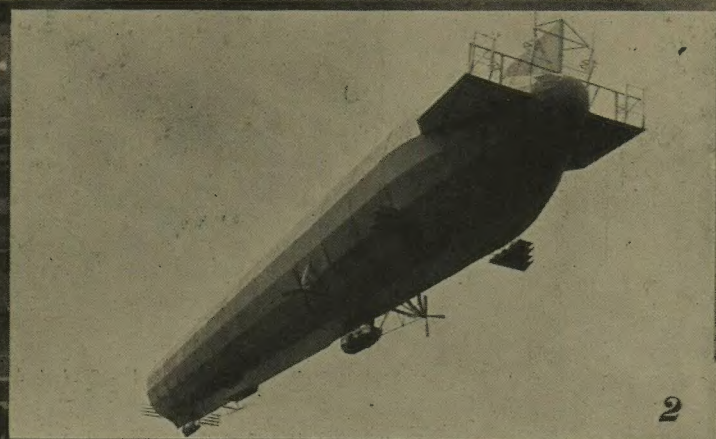
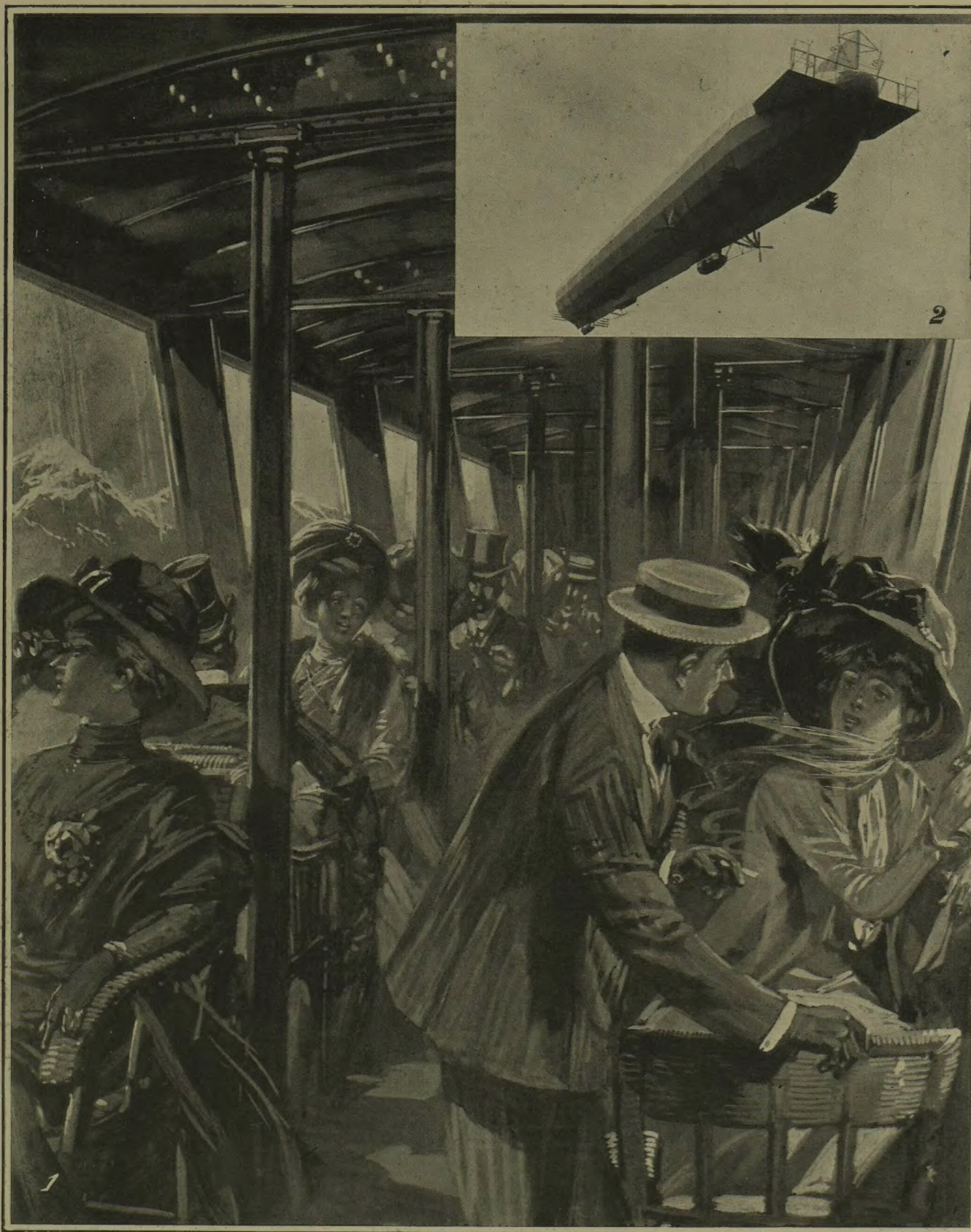
constitutional evolutionists who think it enough to say that new things will approach us partially and with prudence. I am not satisfied when the Socialist says that Socialism will only come slowly. I am not comforted when the Protectionist says that Protection will be introduced with great tact and care. If the fourth leg of my chair is burning, I would rather be shrivelled at a quick fire than roasted at a slow one.

This state of compromise is at once dull and dangerous—like a fog in the Channel. There are no battles, but only accidents, and one ship runs into another without having even the fun of ramming her. A compromise upon Female Suffrage is being brought before the House of Commons—a compromise which, like most other compromises, cunningly contrives to include all that is dubious or menacing in the measure, while leaving out all that is enthusiastic and humane. It gives more power to the women who have too much political power already; it gives none to the women

of the citizen, he is not responsible. But if he turns his back on them, he is responsible. It is one thing when statesmen get behind doors in order to discuss. It is another when they slam the doors in the face of the public in order to discuss. This process is not to be put to the account of any of the living statesmen engaged in it; it has been going on or a long time, and they are perhaps in some ways almost as much its victims as we. The truth remains that the British Government has, in a sense, been hunted from hiding-place to hiding-place; and has always invented new places in which to hide. The Parliaments met, professing to represent the people; but they were careful not to admit the people. When at last their debates had to be reported, they transferred their real debates to the Cabinet, and these were not reported. Now, fleeing from the blaze of journalism and blaze of rumour, they seem to be inventing another secret organ; and I know more than one democrat who finds it too secret to be satisfying.

THE ONLY LINER OF THE AIR: THE FIRST PASSENGER AIR-SHIP.

DRAWING BY H. W. KOEKKOEK; PHOTOGRAPHS BY SCHAUL AND C.N.

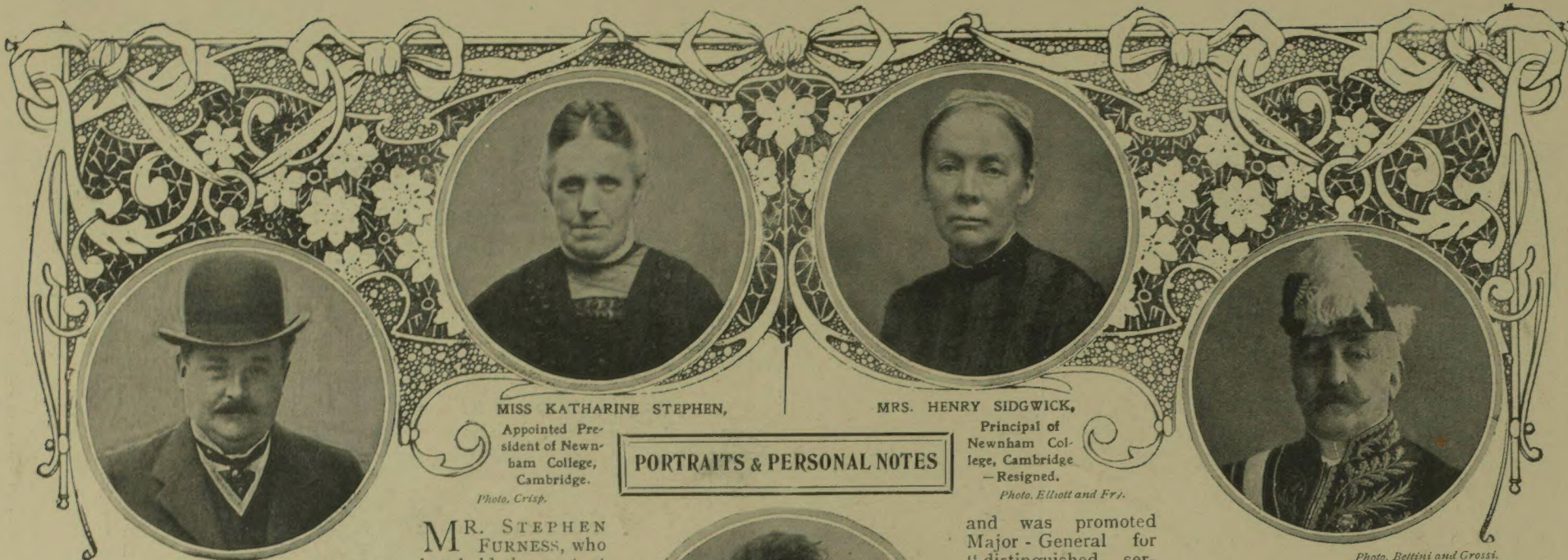


1. IN A LINER OF THE AIR: PASSENGERS IN A SALOON OF THE DIRIGIBLE BALLOON, "DEUTSCHLAND" (ZEPPELIN VII).
2. THE FIRST PASSENGER AIR-SHIP, THE "DEUTSCHLAND," SHOWING THE SMALL SIZE OF THE TWO PASSENGER-SALOONS COMPARED WITH THE GREAT BODY OF THE DIRIGIBLE.

3. A CAR OF A ZEPPELIN DIRIGIBLE.

4. INSIDE ONE OF THE SALOONS OF THE FIRST PASSENGER AIR-SHIP: A PASSENGER-CAR OF THE DIRIGIBLE "DEUTSCHLAND," DESIGNED TO HOLD TWENTY PEOPLE.

It was arranged that the first passenger air-ship "Deutschland" (the seventh of the Zeppelins) should make her maiden voyage from Friedrichshafen to Düsseldorf, by way of Stuttgart, Mannheim, and Cologne, on Wednesday last. The voyages of the great balloon are organised by the Hamburg-American-German Air-ship Navigation Companies. The "Deutschland" has a length of 148 metres (about 493 feet) and a breadth of 14 metres. The envelope has a capacity of 19,000 cubic metres. There are three motors, the one in the front car of 130 h.p. and two in the back car of 100 h.p. apiece. The air-ship is expected to attain an average speed of 50 kilometres an hour. There are nine members of the crew. There are two passenger-saloons, one of them a restaurant. The chief cabin will hold twenty people. It will be recalled that the air-ship company recently advertised for a waiter, stipulating that he must weigh less than ten stone. We may say that the drawing by Mr. Kockkock is intended merely to show how the passengers will occupy the chief car, and does not purport to illustrate an actual scene witnessed.



MISS KATHARINE STEPHEN,

Appointed President of Newnham College, Cambridge.

Photo, Crisp.

MRS. HENRY SIDGWICK,

Principal of Newnham College, Cambridge.—Resigned.

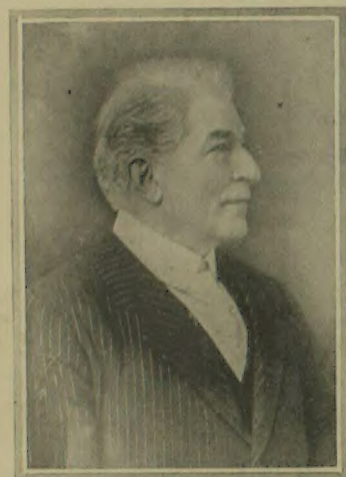
Photo, Elliott and Fry.

PORTRAITS & PERSONAL NOTES

MR. STEPHEN FURNESS,
New M.P. for Hartlepool.

member, Sir Christopher Furness, who was unseated through a recent petition, for the acts of certain of his supporters. He is new to St. Stephen's. He is a Free-Trader and supporter of the Budget policy.

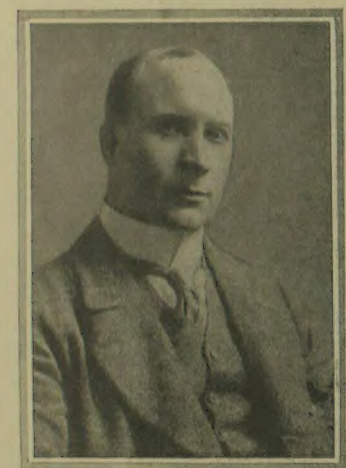
Mrs. Henry Sidgwick, the Principal of Newnham College, Cambridge, who has just resigned, succeeded Miss Clough, the first Principal, in 1892. She is the widow of Professor Sidgwick, and a sister of Mr. Balfour. Mrs. Sidgwick will remain Treasurer of Newnham and a member of the Council.



Photo, Elliott and Watery.

THE LATE MR. HENRY NEVILLE,
The Well-known Actor.

of the old school; yet one ever abreast of the times. He was lucky enough as actor-manager to make the Olympic pay—with "The Two Orphans, which filled the house for months. His last appearance was as Sir Oliver, in "The School for Scandal," presented by Sir Herbert Tree.



Photo, Russell.

MR. BERTRAM MACKENNAL, A.R.A.,
Selected as the Designer of the New Coinage.

General Sir Ian S. M. Hamilton, Lord Kitchener's successor as Inspector-General of the Oversea Forces, has seen service since 1879: in the Afghan War; the Majuba Campaign; the Soudan Expedition of 1884; the Burma War; Chitral and Tirah Expeditions; and the South African War, where he fought at Elands-laagte and at Ladysmith, led flying columns, and was Lord Kitchener's Chief-of-the-Staff. He accompanied the Japanese Army officially in Manchuria, and produced as an unofficial result one of the most attractive of books, his "Snapshots." Few officers of the day have seen a tithe of Sir Ian's war experiences.

Major-General J. S. Ewart, who has been appointed Adjutant-General to the Forces, was born in 1861, and was educated at Marlborough and at Sandhurst. He served at

MR. STEPHEN FURNESS, who has held the seat at Hartlepool by a much reduced majority, is a nephew of the late



Photo, E. N. A.

THE LATE PRINCESS FEODORA
OF SCHLESWIG-HOLSTEIN,
Youngest Sister of the German Empress.

Tel-el-Kebir in 1882, in the Nile Expeditions under Lord Wolseley,



Photo, W. G. P.

M. BLÉRIOT, THE FAMOUS AIRMAN, AS AN OFFICER
OF RESERVE.

and with Lord Kitchener at Omdurman. In South Africa he was at the relief of Kimberley. Major-General Ewart has since been Military Secretary to Mr. Haldane, and Director of Military Operations. As well as being Adjutant-General, he becomes, *ex officio*, the Second Member of the Army Council.

and was promoted Major-General for "distinguished service." In South Africa General Hunter was Chief of the Staff at Ladysmith, and commanded a Division under Lord Roberts.

Major-General Alexander Nelson Rochfort, appointed Lieutenant-Governor of Jersey, is in his sixty-first year, and has been forty years in the Army. He has been mentioned in dispatches three times, been severely wounded in action, and wears four clasps to his "Queen's" South African medal and two to his "King's."

The Princess Feodora of Schleswig-Holstein, whose sudden death from heart failure has taken place this week, at Obersassbach, while she was on a visit to the Baroness von Röder, was born on July 3, 1874, and was the youngest of the three sisters of the Kaiserin. She was unmarried, and had long been crippled by rheumatism complicated by heart weakness. She was a talented artist and romance writer, under the name "F. Hugin."

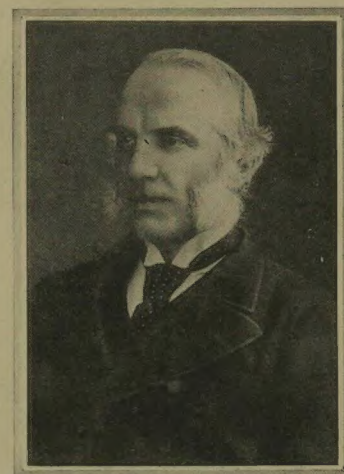


Photo, Elliott and Fry.

MAJOR-GENERAL A. N. ROCHFORD,
Appointed Lieut.-Governor of Jersey.

M. Blériot is an officer of the Reserve in the French Army, and is now serving his "thirteen days" duty. He is found work in carrying out, with other "flying officers," musketry and bomb-dropping experiments from aeroplanes, and his experience and skill are being utilised to the full.

Dr. Don Roque Saenz Peña, the President-designate of the Argentine Republic, is the son of a former President. He is a lawyer, has been a member of Legislature and Senate, and has represented the Argentine Republic at the Washington Pan-American Congress of 1890 and at the Hague Conference. He brought about and signed the Agreement with Uruguay in connection with the River Plate dispute, and averted a diplomatic rupture. Don Roque enters upon the duties of his office in October.



Photo, Russell.

THE LATE RT. HON. C. S. PARKER,
Ex-M.P. for Perth.

The Right Hon. Charles Stuart Parker, of Fairlie, Ayrshire, who has died in his eighty-first year, was a very distinguished and influential Eton and Oxford man, and a life-long friend of Dean Stanley, Conington, Goldwin Smith, Kelvin, and Tyn-dall. He helped to originate (and served as an officer in) the Oxford University Volunteer Corps. He was Liberal M.P. for Perth down to 1892, and was a devoted friend and admirer of Mr. Gladstone. He took a prominent part in the education movement. His Lives of Peel and Sir James Graham are

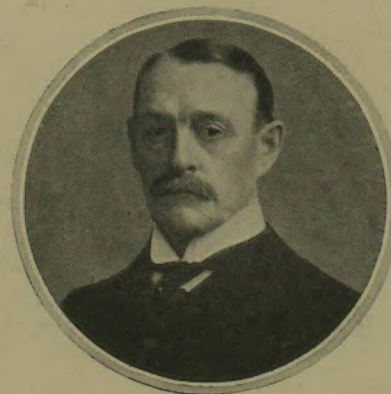
standard works. Mr. Parker was one of the most charming and kindest of companions, and is mourned by a very wide circle in England and Scotland alike.



Photo, Dickinson.

MAJOR-GENERAL J. S. EWART,
Appointed Adjutant-General to the Forces.

Photo, Elliott and Fry.

GENERAL SIR IAN HAMILTON,
Appointed to the Mediterranean Command.

Photo, Elliott and Fry.

GENERAL SIR A. HUNTER,
Appointed Governor of Gibraltar.

General Sir Archibald Hunter, the new Governor of Gibraltar, is one of Lord Kitchener's Egyptian Army élèves. He took part in all the Soudan campaigns,

"FROM PRISON TO CITIZENSHIP"?—THE SUFFRAGETTES' LONDON MARCH.

PHOTOGRAPHS NO. 1 BY RECORD PRESS; NO. 2 BY W.G.P.



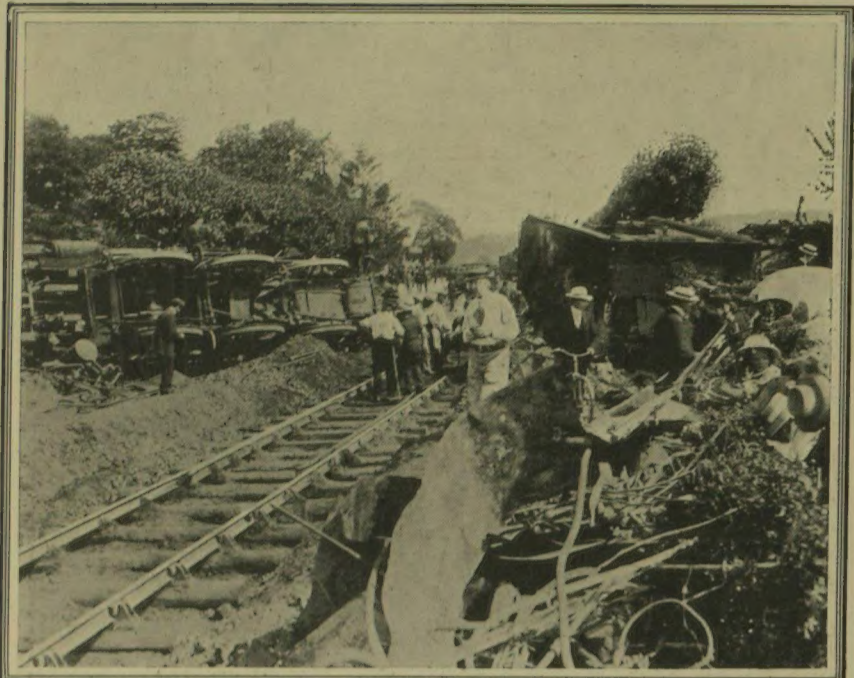
1. THE "GENERAL" AND THE SUFFRAGETTES' DRUM-AND-FIFE BAND: MRS. DRUMMOND AT THE HEAD OF THE PROCESSION OF TEN THOUSAND AGITATORS FOR VOTES FOR WOMEN.

2. EMPHASISING THE FACT THAT MANY SUFFRAGETTES HAVE BEEN IN PRISON AS A RESULT OF THEIR POLITICAL BELIEFS; MISS HOWEY, IN PRISON DRESS, ON THE ONLY CAR IN THE PROCESSION.

3. ONE FOR EVERY CONVICTION OF A SUFFRAGETTE; LADIES CARRYING WANDS TIPPED WITH SILVER BROAD-ARROWS WITH THE BANNER "FROM PRISON TO CITIZENSHIP."

The Suffragettes made what was, perhaps, the most remarkable demonstration of their career on Saturday last, when, 10,000 strong, they marched four deep from Victoria Embankment to the Albert Hall. At the head of the procession came "General" Mrs. Drummond, riding astride and immediately preceding the chief banner-bearer and the drum-and-fife band of the Women's Social and Political Union, under their drum-major, Mrs. Leigh. Those sections of the procession which created the greatest interest were the band already mentioned; the 617 bearers of silver broad-arrows, one for each conviction of a Suffragette; the ladies in cap and gown; the hospital nurses; and the car on which sat Miss Howey in prison dress. At the meeting at the Albert Hall over £5000 was collected for the cause.

FROM THE WORLD'S SCRAP-BOOK.



Photo, Illustrations Bureau.

THE TERRIBLE RAILWAY DISASTER NEAR VERSAILLES, IN WHICH NINETEEN PEOPLE WERE KILLED; CLEARING THE WRECKAGE FROM THE LINE.

Between six and seven o'clock on the evening of Saturday of last week, a terrible disaster occurred at Villepreux Station, which is a short distance to the west of Saint Cyr. A slow train had stopped in the station, that some slight repairs might be made to its engine. Into this train the Granville Express from Paris ran. Fortunately, most of the passengers of the slow train, informed that there would be some delay, had left the carriages. This fact, however, did not prevent a terrible roll of casualties. In all nineteen people were killed, and thirty received injuries. The disaster was added to by the fact that the overturned engine set fire to the wrecked cars. Terrible scenes were witnessed; and the driver of the express is said to have bolted in a panic.



Photo, Topical.

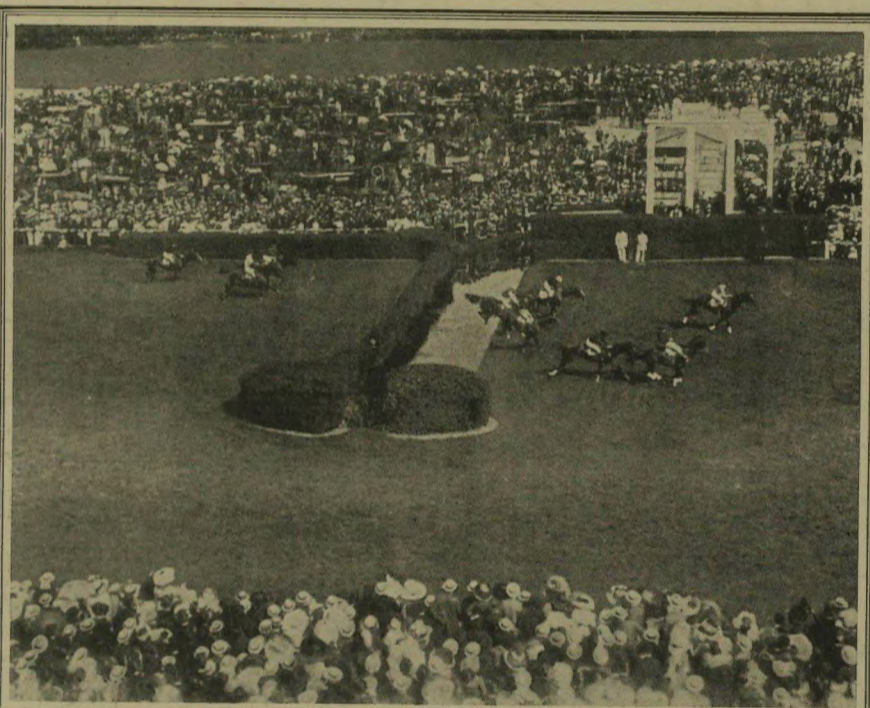
THE COLLISION BETWEEN AN EXPRESS AND A SLOW TRAIN AT VILLEPREUX; THE OVERTURNED ENGINE OF THE SLOW TRAIN.



Photo, Illustrations Bureau.

WHERE 83,000 PEOPLE GATHERED TOGETHER; MOW HILL, ON WHICH THE CENTENARY OF PRIMITIVE METHODISM WAS CELEBRATED.

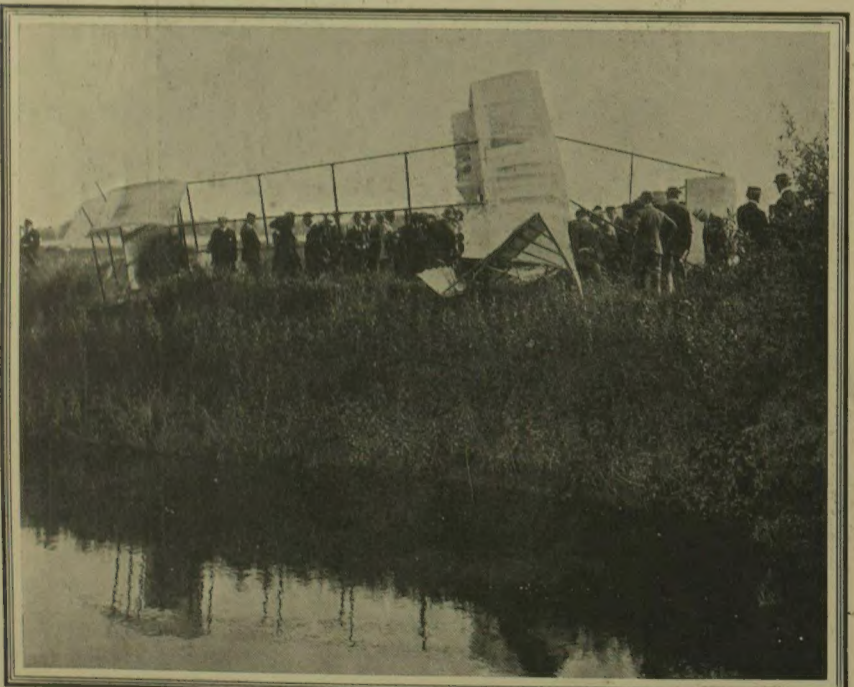
At least 83,000 people gathered together on Mow Hill on Saturday last, to celebrate the centenary of Primitive Methodism. Mow Hill was the birthplace of Primitive Methodism. It is obvious, therefore, that no better spot for the ceremony could have been chosen. Some of the processions that were a feature were not less than 5000 strong.



Photo, Barratt's.

AN ENGLISH VICTORY IN THE FRENCH GRAND NATIONAL; MR. ASSHETON-SMITH'S JERRY M WINS THE GRAND STEEPLECHASE DE PARIS.

Three English horses were entered for the French Grand National. One of them, Jerry M, won the event. Of the other two, Moonstruck came down at the stone wall, and Sprinkle Me was sixth. The winner was ridden by Driscoll. The race was won by three lengths; and four lengths divided the second and the third.



Photo, Central News.

THE UNFORTUNATE FLIGHT THAT WAS SOLD BY AUCTION; MR. GRAHAME-WHITE'S WRECKED BIPLANE ON THE EDGE OF THE WEY.

At the auction of the right to make the first passenger-flight with Mr. Grahame-White at Brooklands, Lady Abdy bought the privilege for 120 guineas. She took her seat behind the famous airman; the biplane rose in the air, and flew towards the paddock; then it descended rapidly over the Wey. Mr. Grahame-White contrived to direct it over the water; but it came to ground on the bank, throwing Mr. White and his passenger out of their seats. Fortunately, neither was hurt. The accident was put down to an unexpected loss of power on the part of the motor.



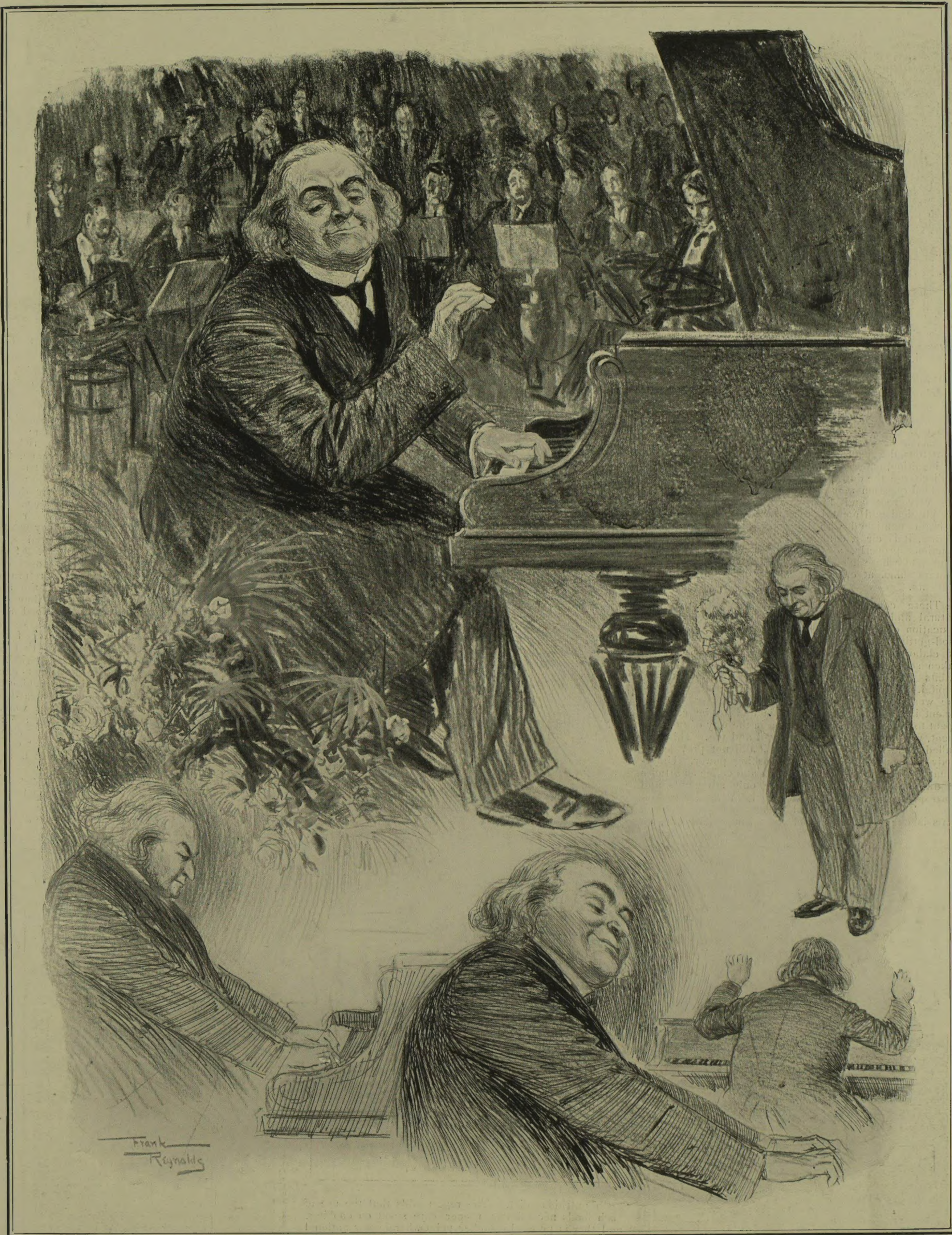
Photo, International Publications Co.

THE DISASTER THAT WAS CAUSED BY A CROWD'S IMPATIENCE; THE AEROPLANE ON WHICH THADDEUS ROBL MET HIS DEATH.

During the flying-meeting at Stettin the other day, certain members of the crowd, growing impatient as there was no flying, began to hoot. Thereupon Robl, wishing to stop the demonstration, decided upon a flight, although a squally wind was blowing, and the experts present decided that to attempt flight would be to court disaster. Robl rose on his Farman to a height of two or three hundred feet, flew some 800 yards, descended to within sixty feet of the ground, and from that height fell like a stone. The airman's neck was broken, and he died within a few minutes.

THE INIMITABLE PACHMANN: SKETCHES OF THE MASTER.

DRAWN BY OUR SPECIAL ARTIST, FRANK REYNOLDS.



"THE GREATEST INTERPRETER OF CHOPIN IN HIS GENERATION": M. VLADIMIR DE PACHMANN.

It has been said of M. Vladimir de Pachmann, the great pianist who has just given two recitals at the Queen's Hall, that he is the greatest interpreter of Chopin in his generation, and few will be found to deny the truth of the assertion. Meantime, it is worthy of note that he himself holds that Godowsky is the finest pianist of the present day, and that Liszt was unapproached and unapproachable. M. de Pachmann made his first appearance in London twenty-eight years ago. His reputation is world-wide: to use his own words, his piano-playing has served "as a pass for admission into nearly all the Royal Palaces of Europe."

SCIENCE AND NATURAL HISTORY



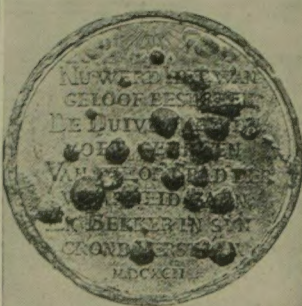
PASTEUR

SCIENCE JOTTINGS.

NATIONAL NUTRITION.

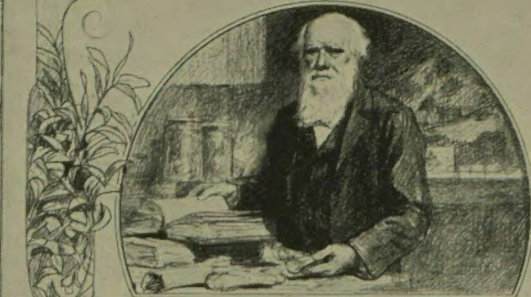
IT is curious to observe how little attention is paid to the very obvious relationship which exists between a nation's food and its prosperity. Obvious, that is, of course, to those who make the sociological aspects of food and feeding a special study, and yet, when the man-in-the-street is told that he is largely what his food makes him, he begins to grasp the outskirts of a great physiological truth. Our only real income in a personal sense is the food we consume. Given good, wholesome diet, and the individual, and equally the nation, flourishes. Each is able to build and repair its body, and to develop energy, or "the power of doing work," which are the two destinies or functions that food accomplishes in any living being, animal, or plant. The eating of poor food—that is, diet insufficient in quantity, or, what is equally disastrous, deficient in quality—is followed by inanition, enfeeblement, and inability to discharge the duties of life. After all, the food-question may be said to lie at the very root and foundation of all our physical and mental prosperity. For a brain nourished with blood of poor quality, it is clear, cannot discharge its functions properly, any more than can a muscle whose blood-supply does not contain sufficient energy-producing constituents.

These considerations form a very natural and forcible plea for the better education of the people in the science of food-getting and food-taking. A series of elaborate investigations was undertaken some years ago into the feeding-habits of the masses of the Scottish capital. It was shown that the diet of the working-classes was largely insufficient in quality. Money, which had to be carefully spent to afford an adequate return in the way of nourishment, was largely laid out in bread and tea. This was called "the lazy diet," because it did not provide the body with sufficient energy or working power. Unfortunately, the habit of regarding tea and coffee as articles of diet, as foods, when they are only stimulants and correspond to "meat extracts," is a nutritive fault responsible for a great deal of national underfeeding. This is one point alone, but an all-important one, on



THE OBVERSE AND REVERSE OF A SEVENTEENTH-CENTURY MEDAL STRICKEN WITH THE TIN OR PEWTER PEST.

careful in their spending on diet, is utterly wasted. The researches to which I have alluded showed that if such a diet could be supplemented by eggs and meat it would be sufficient, only this latter plan represents an impossibility when the masses are concerned. There remains the alternative to spend money on oatmeal and other cereals, and on peas, beans, and lentils, to make

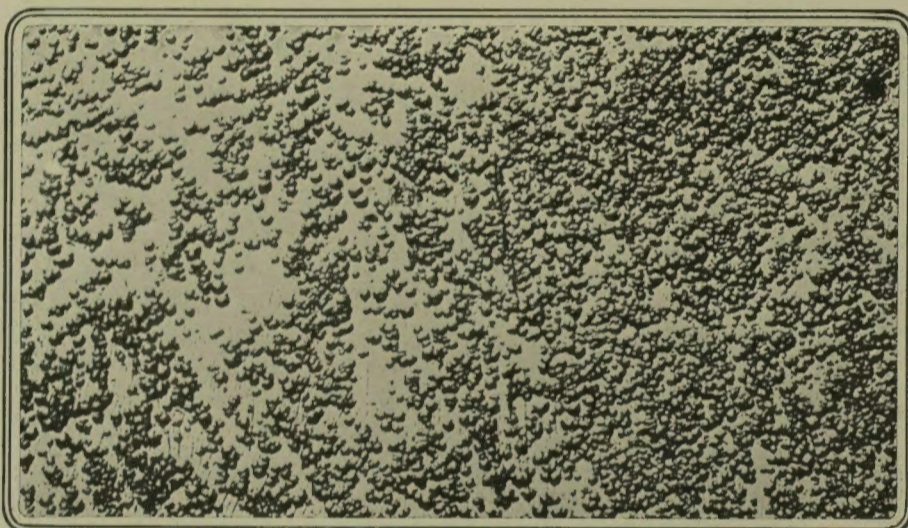


DARWIN

at a later period of existence. This fact teaches us the importance of training mothers in the science of infant-feeding, and of thus enabling them to avoid the errors into which so many of them fall in the matter of the healthy upbringing of the young. Herbert Spencer, in his "Education," makes a powerful appeal in favour of the education of women in health-science. Small comfort, he says, is it to any woman when her child has died from want of knowledge of what should have been done in illness, that she "can read Dante in the original." This is a scathing remark, but who shall say that it is undeserved or unjust?

There are many ways in which cheap but nutritious diet could be utilised by the masses. We are terribly insular and conservative in the matter of our diet concerns, and we miss accordingly many chances of improvement. The value of such a fish as the herring, rich in fat and in body-building substance, for example, escapes notice. Herrings and potatoes form an admirable dinner which might figure more frequently than they do in the menu of the masses. Peas, beans, and lentils have their virtues as body-building and energy-producing foods, yet to be discovered by the working classes at large. Suppose that, in place of spending money on tea and coffee, which yield no return at all in the way of nourishment, the masses consumed cocoa instead, they would then be presented with a food rich in body-building elements, and containing also a large percentage of fat and starch, which are the foods that represent the coal of the human engine. Let us suppose, further, that meat-extracts used extensively could be replaced by other types of concentrated meat-foods—say, of the Bovril type—then nourishment would be ensured, for meat-extracts, pure and simple, are to be placed on the same level as tea and coffee. They are not foods, only stimulants, and money spent on them under the idea that they are nutritious is misspent utterly.

Oatmeal and cereals are foods deserving a higher place in the nourishment of the masses than they have yet attained. The American workman has long appreciated their value, and he lives more cheaply so far



A BLOCK OF ONCE HEALTHY WHITE TIN TURNED INTO DISEASED GREY TIN—THE RESULT OF THREE WEEKS' "ILLNESS."

The spread of the "illness" is rapid, and if the slightly infected tin be left to itself for any length of time it is soon a mass of disease. The tin swells, tears, and finally crumbles into a dust of extreme tenuity. The dampness of the atmosphere seems to have little or nothing to do with the matter.



THE MARKS OF DISEASE ON AN OLD PEWTER COFFEE-POT.

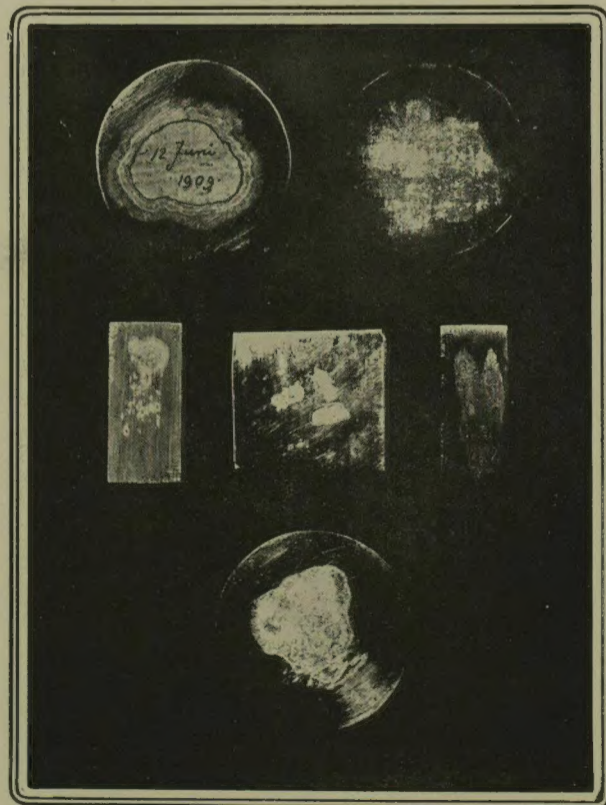
THE INFECTIOUS DISEASES OF METALS:
SOME REMARKABLE EXAMPLES OF "SICK" TIN
AND PEWTER.

Metals, like living organisms, are subject to diseases, which cause them to deteriorate and render them useless. These diseases, it is claimed, are infectious, and it is said that the only way to render metals immune is to keep them in a temperature that does not go below plus 18 Centigrade.

[SEE ARTICLE ELSEWHERE.]

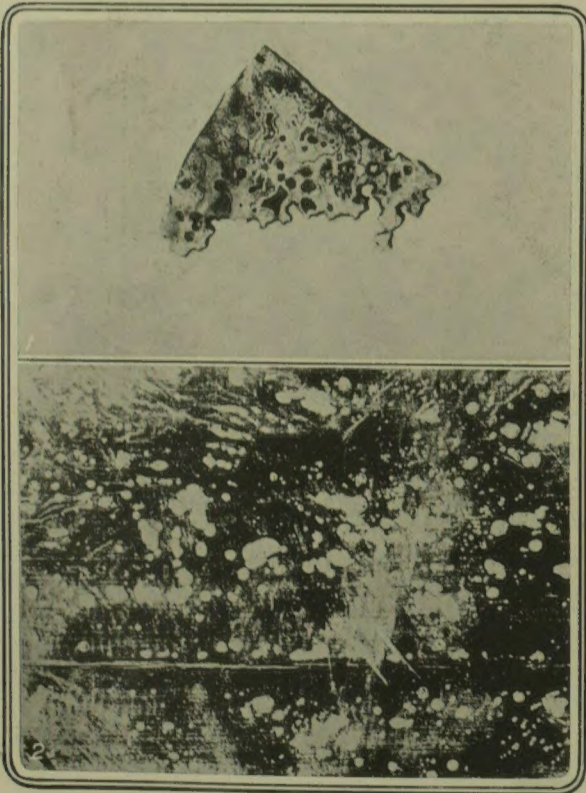
up a nutritious diet. The report adds that the use of such foods necessitates proper care spent on cooking, and this is precisely another point wherein our national commissariat arrangements are widely deficient.

There is another feature concerning national nutrition which should not escape the notice of thoughtful minds. The whole question of foods and nourishment dates from the birth of the individual. Mistakes made in the feeding of the infant, entailing weakened bones, rickets, and general non-development, cannot be rectified in after life. A child with deformed legs due to rickets cannot be converted into a normal and stalwart citizen



VARIOUS PLAQUES OF TIN AFFECTED IN VARIOUS DEGREES BY THE PEST THAT IS SO INFECTIOUS.

than his British compeer. But the main point is the education of the people in the science of foods and feeding. Once that movement is started on a proper basis, a great reform will be inaugurated.—ANDREW WILSON.

1. A PIECE OF TIN AFTER THREE WEEKS OF THE PEST.
2. PART OF THE TIN ROOF OF THE ROTHEBURG TOWN HALL ATTACKED BY THE DISEASE.

which information should be widely diffused—namely, that tea and coffee are not foods at all, and that money spent on these beverages by people who have to be very

ARTILLERY THROUGH THE CENTURIES: GUNS—FROM CRECY TO MINDEN.

HISTORIC WEAPONS USED DURING THE ARMY PAGEANT AT FULHAM PALACE.



1. A PRIMITIVE BOMBARD, USED AT CRECY (1346).

3. AN OLD ITALIAN GUN, USED IN THE PAGEANT.

5. A THREE-BARRELLED GUN TAKEN AT MALPLAQUET (1709).

2. THE CRECY BOMBARD AND A GUN OF THE 14TH-15TH CENTURIES.

4. OLD ITALIAN GUNS USED IN THE PAGEANT.

6. HOWITZERS THAT WERE USED AT MINDEN (1759).

A number of the weapons in use at the Army Pageant are of much more than ordinary interest. In the representation of the Field of Crecy, for instance, a bombard actually used during the battle is fired. This particular weapon was found in the mud at the bottom of the moat of Bodiam Castle. Also in use at the Pageant are such relics as old Italian guns, two three-barrelled cannon captured at Malplaquet; a pair of howitzers that were used at Minden; a falconet that spoke at Naseby; and two guns that served Sir John Moore at Corunna. These historic weapons have been lent by the War Office, who value them, and the armour they have also lent, at some £1700, this price obviously being no criterion of that which would be reached if the pieces in question ever came under the hammer. In the Battle of Naseby scene, forty suits of Cromwellian armour that were worn during that fight are in use.

PHOTOGRAPHS SPECIALLY TAKEN FOR "THE ILLUSTRATED LONDON NEWS" BY SPORT AND GENERAL.

THE ART OF WAR: FROM THE BRYTHONS TO THE CONQUEROR.

THE ARMY PAGEANT AT FULHAM PALACE.



1. THE BATTLE OF BADON (Circa 520): A WOUNDED KING SMEARS ARTHUR'S SHIELD WITH A RED CROSS FROM HIS BLOOD.
2. THE CELTS OF SOUTHERN BRITAIN: BRYTHONS, MEN OF THE PEOPLE WHO RESISTED THE TEUTONIC INVADERS ON THE WESTERN COAST.

3. THE DEDICATION OF THE BOY TO THE SERVICE OF HIS RACE IN PEACE AND WAR: THE CHIEF CUTS THE LAD'S HAIR.
4. THE BATTLE OF BADON (Circa 520): KING ARTHUR LEADS A CHARGE OF HIS TROOPS.
5. THE COMING OF THE DISCIPLINED MAN: ROMANS FIGHT THE BRITONS IN A KENTISH CORN-FIELD.

6. THE BATTLE OF ASHDOWN (871): ALFRED, BORNE ON THE SHIELDS OF THE ANGLES, THANKS GOD AND HIS ARMY.
7. THE LANDING OF WILLIAM THE CONQUEROR (1066): WILLIAM SHOWS HIS HANDS FULL OF ENGLISH GRASS AND EARTH.
8. THOSE WHO DANCED ROUND THE EMBLEM OF ODIN IN THE DAYS OF ALFRED: WAR-MAIDENS.

Some few additional words may be necessary as to certain of the Illustrations on this page. At the battle of Badon, before the great charge against the foe, kings of the Scots and Saxons hailed King Arthur as Champion of the Cross, and a wounded king, tearing the bandage from his arm, dipped his finger in the flowing blood, and smeared a red cross on Arthur's shield. Of the Brythons it should be said that they are those Celts of Southern Britain who stood firm against the Teutonic invaders in the mountainous districts of the western coast, and that the name is used interchangeably with "Cymry." With regard to the dedication of the boy, it was customary for the lad to offer to the chief of his clan comb and scissors, that the chief might give him the tonsure that was a sign of his service, the weapons necessary to a free man, cattle in the common herd, and certain rights in the common ploughlands. Then the boy was handed over to the Avenger of the clan, to be trained in the use of arms.—[Photographs by Sport and General, Illustrations Bureau, L.N.A., and C.N.]

GREAT BATTLES RE-FOUGHT: FROM MALPLAQUET TO BADAJOS.

THE ARMY PAGEANT AT FULHAM PALACE.



1. THE BATTLE OF MALPLAQUET (SEPTEMBER 17, 1709): ENGLISH TROOPS CAPTURING A FRENCH GUN.
2. THE BATTLE OF DETTINGEN (JUNE 27, 1743): GEORGE II. ADVANCING ON FOOT AFTER HIS HORSE HAD BOLTED WITH HIM TOWARDS THE ENEMY'S LINES.

3. THE BATTLE OF MINDEN (AUGUST 1, 1759): FRENCH ARTILLERY AT WORK.
4. THE BATTLE OF CORUNNA (JANUARY 16, 1809): THE 42ND (ROYAL HIGHLANDERS) ARRIVING AT THE SCENE OF THE FIGHT.

5. THE BATTLE OF BARROSA (MARCH 5, 1811): IN THE FIRING-LINE.
6. THE SIEGE OF BADAJOS (APRIL 6, 1812): THE RUSH UP THE SCALING-LADDERS.

The Army Pageant is divided into two parts. In the first, the Art of War in its earliest-known stages is represented, together with that same art from the time of Alfred to the battle of Naseby. The second part deals with the story of the regiments in famous fights. One episode from each of the battles reproduced is given on this page.

Photographs by Sport and General, L.N.A., and Illustrations Bureau.

"AN OLD AND HAUGHTY NATION, PROUD IN ARMS": "THE SPLENDOUR AND SWEEP OF BRITAIN'S WARS."

SCENES FROM THE ARMY PAGEANT AT FULHAM PALACE.



1. THE BATTLE OF DUPLIN MUIR (AUGUST 12, 1332); TO AVOID THE ARROWS, THE SCOTS CROWD CLOSER AND CLOSER, CRUSHING ONE ANOTHER TO DEATH.

2. "YGRAINE."

3. THE BATTLE OF CRECY (AUGUST 26, 1346); KING EDWARD III. KNIGHTS THE BLACK PRINCE ON THE BATTLEFIELD.

4. "YSEULT OF THE WHITE HANDS."

5. THE BATTLE OF MOUNT AURAY (1364); THE ENGLISH ARCHERS SEIZE THE AXES OF THE ENEMY AND TURN THEM AGAINST THE FOE.

6. THE FIELD OF PATAY: JOAN OF ARC ARRAYED FOR BATTLE. 7. "BRANGWAIN." 8. THE MAID IN ACTION: JOAN OF ARC LEADING THE HOSTS OF FRANCE AGAINST THE ENGLISH ON THE FIELD OF PATAY (JUNE 18, 1429).

12. "A NUN OF THE MIDDLE AGES."

13. THE BATTLE OF NASEBY (JUNE 14, 1645): THE BLUES DIE RATHER THAN RETREAT OR SURRENDER TO THE ROUNDHEADS.

14. "AN ANCIENT BRITON."

9. "A ROMAN SOLDIER." 10. THE FIELD OF PATAY: JOAN OF ARC ARRAYED FOR BATTLE. 15. BEFORE THE RESCUE, FLUSHING (1572): QUEEN ELIZABETH ADDRESSES THE LORD MAYOR AT THE REVIEW OF THE VOLUNTEERS OF LONDON.

We may quote a few words from "Remarks on the Pageant," by Mr. F. R. Benson, the famous actor, who is its Master: "It is obvious that in the short space of three hours we can give but an imperfect sketch of the growth of military science; of the relation of tactics to weapons; the evolution of arms, music, and heraldry. We hope, however, to suggest something of 'the splendour and sweep of Britain's wars,' 'an old and haughty nation, proud in arms,' to show also, in spite of the attendant horror and cruelty, something of war's chivalry and kindliness, such as the friendliness that characterised the relations of the French and English, that made a man of the 34th

French say to the men of the 34th English, 'Nous sommes frères,' that made Blücher and the Germans hurry through leagues of fighting and danger to meet Wellington at Waterloo, because they had given their word that they would come; something of that feeling which has induced the soldier of every age and country 'To set the cause above renown. To love the game beyond the prize: To honour, while you strike him down. The foe that comes with fearless eyes.' That Mr. Benson and all those concerned in the great pageant have realised more than their comparatively modest hopes, none who have seen the pageant will deny.

PHOTOGRAPHS SPECIALLY TAKEN FOR "THE ILLUSTRATED LONDON NEWS" BY SPORT AND GENERAL.

LITERATURE



ANNA COMNENA DICTATING THE ALEXIAD TO HER AMANUENSIS.

MR. J. H. INGRAM,
Whose "Life of Thomas Chatterton, the Bristol Poet," has been published by Mr. T. Fisher Unwin.Photo, Elliott and Fry.
PROFESSOR ERNEST A. GARDNER,
Whose "Religion and Art in Ancient Greece" has been published by Messrs. Harpers.

RICHARD DE BURY, BISHOP OF DURHAM, AMONG HIS COPYISTS & CALLIGRAPHERS.

In Lotus-Land. The land of the Rising Sun is pictured and described in many a handsome book, but it would be difficult to find a more attractive volume than one entitled "In Lotus-Land: Japan," written and illustrated by Mr. Herbert G. Ponting, and published recently by Macmillans. It is the record of three years devoted to travel in the country, and is, in the first place, the work of an expert photographer, for Mr. Ponting acknowledges frankly his devotion to the camera, and apologises for the accompanying letter-press. His diffidence is uncalled for. The fine eye for effect that makes nearly all the monochrome photographs so successful has inspired and directed a serviceable pen, and many readers of the book will feel that they could have dispensed with the eight illustrations in colour, which, for the most part, are conventional and of little worth. Mr. Ponting has rambled through Kyoto and Nara, through Tokyo and Nikko; he knows the Bay of Enoura, so seldom visited by tourists; he has visited Hikoné and the island of Miyajima in the Inland Sea; he has seen service during the Russo-Japanese war. Everywhere his camera has been busy, with results that are calculated to make the man of leisure more than ever anxious to visit the great

taken from many points of vantage, including the summit, are among the finest yet published. Without an exciting incident or surprising adventure, this story of Japan has something of interest in every page.



A COMPARATIVELY RARE SIGHT IN JAPAN: A BUDDHIST PRIEST AND PRAYING-WHEEL.

"This instrument of devotion, so popular in Tibetan Buddhism, is comparatively rare in Japan, and is used in a slightly different manner, no prayers being written on it. Its *raison d'être*, so far as the Japanese are concerned, must be sought in the doctrine of *ingwa*, according to which everything in this life is the outcome of actions performed in a previous state of existence."

IN LOTUS LAND.

Photographs by Mr. Herbert G. Ponting, F.R.G.S.; Reproduced from his book, "Lotus Land—Japan," by permission of the Publishers, Messrs. Macmillan.

Prince Rupert. Novel or history? That is what the reader asks himself as he turns the opening pages of Mrs. Steuart Erskine's "A Royal Cavalier: The Romance of Rupert, Prince Palatine" (Nash). The first chapter

is written entirely in the manner and spirit of fiction—too much so, perhaps, for a serious historical study; but for this the writer may be forgiven, so lively and picturesque is her description of Laud's entry into Oxford to do the honours of the University to Charles I. and the Princes Palatine. The story of the leader of the Royalist Horse, however, requires no embellishment to make it romantic, and the more sober historical style of the rest of the book only heightens the effect of a career that was in itself a wild romance. In Rupert the Stuart genius, with its gallantry, its melancholy, its fine sympathy with art, burned in a fierce, concentrated flame. Himself the heir of a lost cause, Rupert spent the flower of his youth in the vain attempt to retrieve the fortunes of his uncle, Charles I. Between the two noble kinsmen there existed a friendship that reveals them both in their most amiable light. Had Rupert been less exposed to malice such as Digby's, and had he been allowed a freer hand, the Civil War might have ended differently. It may be, however, that success was not for the Prince. He was too brilliant, too impetuous. Again and again he jeopardised his cause by not knowing when to draw rein. With



DECORATED WITH AN OLD-TIME FEUDAL PROCESSION: A CLOISONNÉ VASE FOR THE EMPEROR.

"There were ground-works of red and olive green, and there were others of ultramarine and deep purple . . . but it was not until one of my further visits, several years later, that I saw the very finest possible examples of his skill, a pair of vases decorated with an old-time feudal procession, an order from the Emperor which had taken his foremost artist over a year to complete."

Island Empire of the Far East; and he has set down the impressions of travel with the sincere and simple eloquence born of deep feeling. We are told on every hand that Japan has been spoiled, the freshness of its charm destroyed by a generation of sightseers; but Mr. Ponting knows better: the country is still one of the most fascinating in the world, nor have the charm and courtesy of its people suffered, as we have been taught to believe, through unrestricted influence with the West. Whether in the Shinto Temple at Inari, or among the artist craftsmen of Kyoto, in the pleasure-gardens of Kamamoto, or on the heights of Fuji, Mr. Ponting shows that he has sympathy with the country in all its aspects. He can interpret with pen and camera the beauty of mountains and valleys, and the charm of gardens that boast colouring unknown to the Western world; he responds to the appeal of the Buddhist faith and the impressive splendour of its ceremonial; he recognises the labour of those whose works carry the name and fame of the country to the far ends of the earth. His photographs of Fuji,



JAPAN'S HIGHEST AND MOST FAMOUS MOUNTAIN: THE CREST OF FUJI: A TELEPHOTOGRAPH FROM A DISTANCE OF FIFTEEN MILES.

"The summit of Fuji, which looks so flat and smooth from the plains below, is covered with enormous crags burnt to every colour of the spectrum. In places great cliffs of slag tower a hundred feet or more above the crater's lip and completely encircle the great pit, which is five hundred feet or more in depth and about a third of a mile across."



AT WORK ON A WONDERFUL EXAMPLE OF THE WORK OF THE NEEDLE: THE EMBROIDERER.

"One may see at Nishimura's or Ida's, the great silk merchants of Kyoto, such truly marvellous embroideries that only the closest and most minute inspection proves them to be the work of the needle and not of the brush . . . In order to increase the realism of the effect, such pieces are not finished flat, but by stitching over and over again, and gradually bringing the picture out in high relief by padding it in places, with much stitching underneath."

this defect, he remains the ideal cavalry leader; his name has become a synonym for headlong courage in the field. But Rupert was a man of many parts. In later years he distinguished himself as a naval commander, and, strangely enough, even as a trader. With all his military and mercantile aptitudes, he was also an artist. He introduced, but did not invent, the method of engraving in mezzotint. His masterpiece is the Head of the Executioner of St. John, after Spagnoletto. In caricature he excelled; as witness his sketch of the "disreputable gipsy," Christina of Sweden, who might for her appearance be a modern lady in search of a vote. Mrs. Steuart Erskine, in spite of certain negligences of style, has given life and movement to her portrait of Rupert. She writes as a Royalist, but without unfair bias. Occasionally she is not quite accurate. It was Marie, not Catherine de' Medici who was the mother of Henrietta Maria. The error would have amused Henry of Navarre.

EARL'S COURT EXHIBITION AS A MILITARY CAMP:
THE QUARTERS OF THE ARMY PAGEANT TROOPS.



"CLEAN AND BRUSH UP": CAVALRY IN THE IMPERIAL COURT OF THE EARL'S COURT EXHIBITION—
THE HORSES OCCUPYING THE "STALLS."

Some two thousand Regulars, who are taking part in the Army Pageant, are encamped in a part of the old Earl's Court Exhibition. The men occupy the halls: the five hundred or so horses have temporary stalls in the Imperial Court in the place that was filled in other days by stalls of another nature. The lake used for shooting the chute and for the ornamental boats provides a swimming-bath. The soldiers in question have been provided by fifty-one regiments, and are picked men.

DRAWN BY H. W. KOEKKOEK, OUR SPECIAL ARTIST AT EARL'S COURT.

THE MAKING OF THE RAILWAY BETWEEN KANSAS CITY & THE PACIFIC COAST OF MEXICO.



A MAP OF THE ROUTE OF THE KANSAS CITY, MEXICO, AND ORIENT RAILWAY, FROM KANSAS CITY TO TOPOLOBAMPO, ON THE PACIFIC COAST OF MEXICO.

THE shortening of the time of travel is undoubtedly one of the chief characteristics of the day. The effort to achieve it is

being made not merely by increasing the speed of the conveyances, but also by reducing the distance between the points of departure and arrival wherever possible.

Among the most notable endeavours in the latter direction is one which will shorten the journey from any port on the Pacific side of Mexico or

South America, and England or the rest of Europe, not by hours, but by days—even, possibly, by a week. This magnificent enterprise will be achieved by the Kansas City, Mexico, and Orient Railway, which owes its origin to the genius of Mr. Arthur E. Stilwell, the man who built the Kansas City Southern Railway, which runs in a straight line from Kansas City southward to Port Arthur on the Gulf of Mexico. The business which this latter railway now handles greatly exceeds the estimates of its founder. Mr. Stilwell, however, conceived a still greater enterprise—that of building the present railway, which will result in saving a distance of 500 miles between the Pacific coast and Kansas City. This is achieved by starting in Mexico from Topolobampo Bay, which is more than 500 miles east of San Francisco on the Pacific coast-line, and running, via Chihuahua, Mexico, San Angelo, Texas, and Wichita, Kansas, to Kansas City itself.

The total length of the line is 1659 miles, and already over 860 miles, or more than half the main line, is completed

area of about three million acres.

From the western slope of the mountains, too, to the coast, the country is rich in oranges, lemons, bananas, sugar-cane, and other tropical produce. In addition, there are numerous districts in which cotton, corn, alfalfa, and rubber, etc., are produced. In Mexico, in addition to cattle, timber, hides, and fruit, there are wonderful mineral resources to be drawn upon. So great are they that it is estimated that

in minerals alone this year close on two million pounds sterling will be taken out of the States of Chihuahua and Sonora. The mineral part of Mexico by itself alone must make the Kansas City, Mexico, and Orient line one of the greatest ore-carrying railways in the world.

It is obvious, therefore, that every mile of the railway is bound to produce revenue—bringing

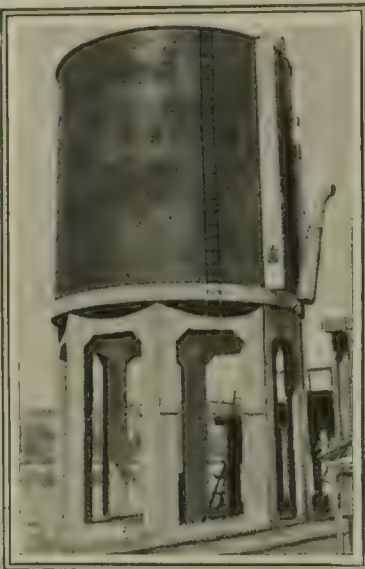
freight at a constantly increasing rate. Evidence of this is shown in the fact that a great firm built a smelter in the city of Chihuahua three years ago at a cost of one million sterling, and already it has proved so small that another is to be built immediately, while a Chicago syndicate is shipping over the line, from one of its mines, ore valued at £6000 a car.

Great as are the present prospects of the line, they will be considerably increased in the course of the next few years, when the Panama Canal is finished. Topolobampo will then be the nearest port of call adjacent to the land of international ocean traffic. The harbour is said to be the best on the Pacific coast south of San Francisco, and



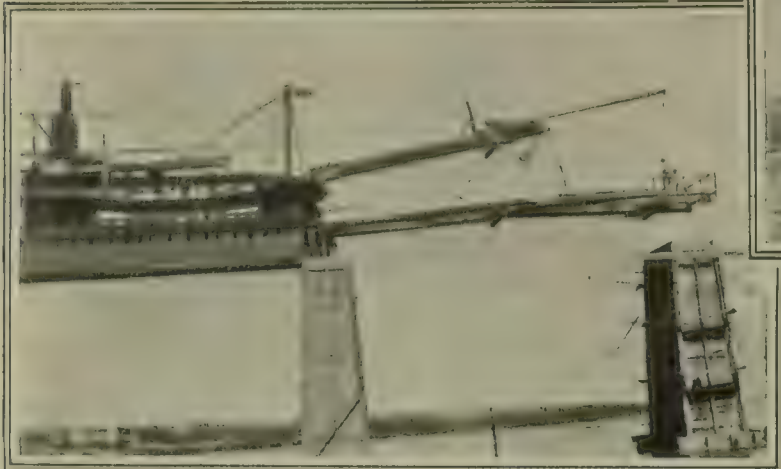
ON THE KANSAS CITY, MEXICO, AND ORIENT RAILWAY: THE RIO CONCHOS BRIDGE.

When completed, the total length of the line will be 1659 miles. Nearly half of the main line is finished and in use. The part that is working within the United States extends from Wichita to San Angelo. In Mexico, the line is working over a distance of 242 miles.



A GREAT STEEL WATER-TANK, ON A REINFORCED-CONCRETE FOUNDATION, ON THE LINE AT PALOMIR, MEXICO.

of the Sierra Madre Mountains there are great deposits of anthracite and bituminous coal of excellent quality which lie in two veins over an



THE TRAMWAY EXTENSION FOR FILLING PIER FORMS WITH CONCRETE.

The tramway, or temporary track, for running the concrete out to the pier-forms was laid at the side of the permanent track on the completed part of the bridge. The tram-track was extended a bridge-span length ahead of the completed work by suspension from the boom of the derrick-car by wire cables. This extension was 60 feet in length.

and in operation. The portion in operation within the United States extends from Wichita to San Angelo, a distance of 510 miles, while that in operation in Mexico is more than half this length. In addition, there is a working arrangement with another railway which gives the line a further 126 miles in Mexico. Both within the United States and Mexico a large portion of the remainder of the road has not only been graded, but is also in course of construction, so that the work is being actively pushed on. Already thirty-two new towns have been settled and established along the line during the few years in which the road has been operated, while more than 800,000 acres of new farming-lands have been put under cultivation in Kansas, Oklahoma, and Texas, and it is estimated that over 4,500,000 acres of farming-land will be tributary to the road between Wichita and the Rio Grande alone, a distance of 814 miles.

The area traversed by the line in the United States is essentially agricultural, with no arid



PLATE GIRDER-ERECTION BY TILTING GIN-POLES.

The bridge-work in Mexico is chiefly steel girders on stone foundation. In the case shown, the girder was suspended from a traveller and run out to the end of the last complete span. There it was slung between two sets of gin-poles, or A frames, which, tilted ahead, brought the girder down upon the masonry properly seated.



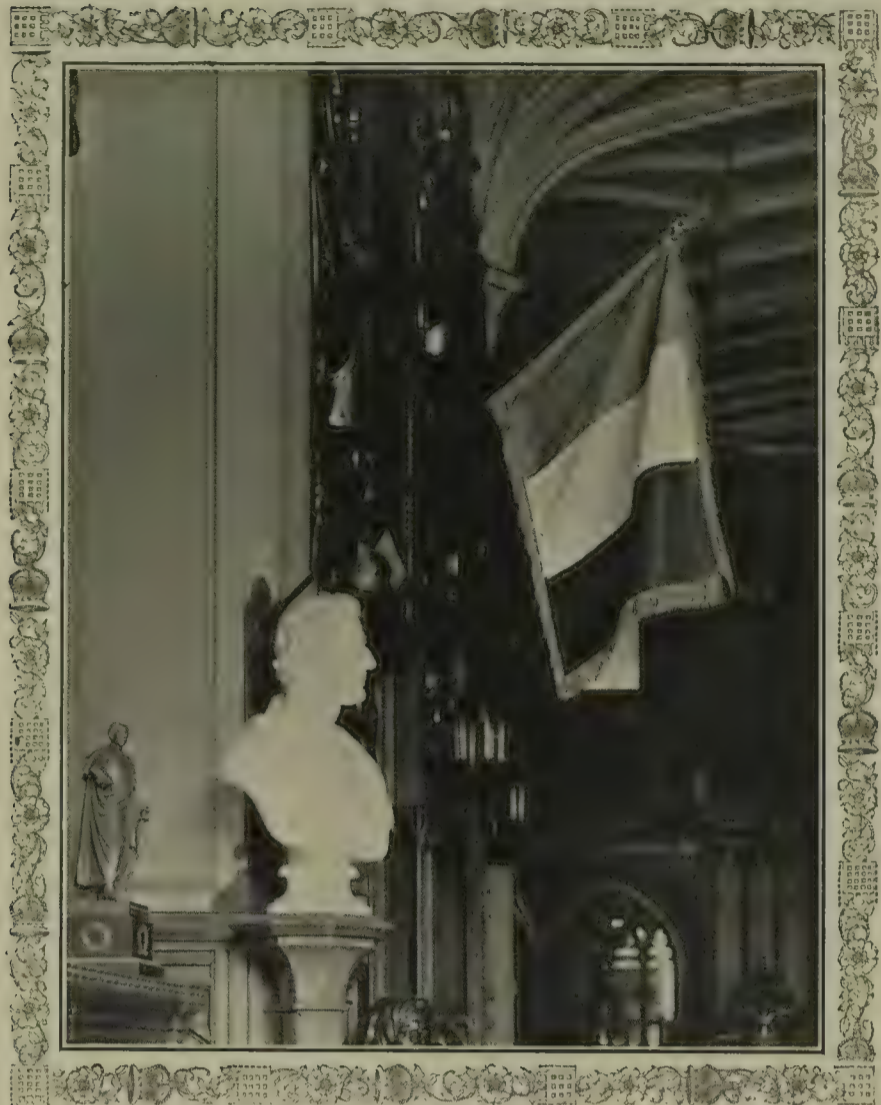
AN INTERESTING EXAMPLE OF REINFORCED-CONCRETE BOX CULVERT CONSTRUCTION AT INDIAN CREEK.

The culvert is 250 feet long. The opening is 15 feet wide and 14 feet high, with side walls 21 inches thick, and top 30 inches thick at the centre and sloping 6 inches to the sides.

can, even now, be used by heavy-draught vessels without the use of lighterage without making any harbour improvements. The prospect of disposing of a very large tonnage of coal which can be brought by short haul over the railway is very good, and vessels can be supplied with fuel at less than half what it would cost by coaling vessels at Panama and Colon.

Although the whole line is being built with the best materials, and in the strongest possible way, it is being constructed at the minimum cost. Its fixed charges are therefore exceedingly small, and it has been calculated that the road will only need to earn twelve shillings for each mile to provide for its fixed charges, and, as has been well said, "a railway that cannot earn so small a profit has no right to exist." The right of the Kansas City, Mexico, and Orient Railway to exist is, under such favourable conditions, likely to be one on which its inaugurators and its shareholders alike may well congratulate themselves, for its prospects are more than rosy.

FLAGS THAT ARE THE RENTS FOR DUCAL ESTATES: THE BANNERS THAT ARE "PAID" FOR STRATHFIELDSAYE AND BLENHEIM.



THE FLAG THAT IS THE RENT FOR THE MANOR OF STRATHFIELDSAYE; THE BANNER GIVEN ANNUALLY BY THE DUKE OF WELLINGTON AS PAYMENT FOR THE RIGHT TO HOLD THE MANOR, IN PLACE OVER THE BUST OF THE FIRST DUKE OF WELLINGTON, IN THE GUARD-ROOM OF WINDSOR CASTLE.



THE FLAG THAT IS THE RENT FOR THE BLENHEIM ESTATES; THE BANNER GIVEN ANNUALLY BY THE DUKE OF MARLBOROUGH AS PAYMENT FOR THE RIGHT TO HOLD THE ESTATE, IN PLACE OVER THE BUST OF THE FIRST DUKE OF MARLBOROUGH, IN THE GUARD-ROOM OF WINDSOR CASTLE.



THE DUKE OF WELLINGTON PAYS THE RENT FOR THE MANOR OF STRATHFIELDSAYE: SETTING IN PLACE OVER THE BUST OF HIS GREAT ANCESTOR THE BANNER PROVIDED BY HIS GRACE.

The Duke of Wellington holds the manor of Strathfieldsaye on condition that each year, on the anniversary of the battle of Waterloo (June 18), he presents to the Sovereign a French flag, a sign that the estate is held by favour of the King, and a reminder that it was given to the first Duke as a reward for his services. Generally, the reigning Duke presents the banner in person; indeed, he used to bear it to the Sovereign himself, riding on horseback. This year, the Court being in mourning, a representative of his Grace took the "rent" to Windsor, and saw it set in place. The drawing shows Mr. G. E. Miles, Inspector of the Palace, performing this office, in the presence of the Duke's representative, one or two Court officials, and a couple of attendants. The Duke of Marlborough retains the Blenheim estates by payment of a similar fee on the anniversary of the battle of Blenheim (August 13). In each case, when the new flag is set in position, the old flag goes back to the Duke. Non-presentation of the flag would entail forfeiture of the estate.

DRAWING BY S. BEGG, OUR SPECIAL ARTIST AT WINDSOR; PHOTOGRAPHS BY RUSSELL.

At the Sign

of St. Paul's

The inhabitants of St. Paul's Churchyard are much disturbed by soldiers and civilians.



playing nine pins at unreasonable hours.
From a printed notice dated May 27th 1631.

ANDREW LANG ON THE PUBLICATION OF A MURDERER'S CONFESSIONS.

NOT very often am I moved to utter what may be called a moral protest; I must try to make it merely an expostulation. The *Strand Magazine* is an excellent thing in its way, and "I would be much of a hound" if I were not grateful for plenty of amusement, of the most innocent kind, derived from its versatile pages.

But I hope that it will not often publish, as it has recently done, the confessions of a cold-blooded murderer. The victim may, for all that I know, have been a bad and cruel member of the Russian political police. His

A ROYAL CAVALIER: RUPERT, PRINCE OF PALATINE. Lack of space compels us to give but a part of the beautiful picture reproduced in Mrs. Stuart Erskine's book ("A Royal Cavalier") by permission of the Hudson's Bay Company.

though many assassins have been brave men, it is essentially a cowardly thing. One cannot sympathise with Charlotte Corday. She was not "playing the game."

This sentiment, in English hearts, is almost instinctive, and is creditable to the nature of our people. We do not side with Brutus and his gang, or with Harmodius and Aristogeiton, or with Charlotte Corday. The Catholics of England, with all their wrongs, were horrified by the odious attempt of Guy Fawkes, Catesby, and the rest. The cause of the Cavaliers was hindered, not helped, by the murders of Dorislaus and Ascham, and the plots, happily unsuccessful, against Oliver Cromwell. Even as late as Napoleon's time there is a suspicion that English officials were not ignorant of a plot to murder him. In fact, till Prince Charlie put his foot down on a scheme to shoot the Duke of Cumberland from an ambush while his own party were still in arms, I remember no emphatic and successful protest from a political leader. But our people would have been bitterly ashamed of any such dastardly success. No other people has so clean a record as ours in this matter. We may not be more virtuous than other nations, but we have been more sportsmanlike than priests and preachers and statesmen and noble-hearted revolutionaries.

It is a pity to encourage sympathy with political murders by publishing the

confessions of the noble and pure patrons of the bomb and of dynamite. We would not care to read, in a foreign serial, the exciting confessions of men who succeeded in murdering English officials or rulers. We have reached



BY "HEART OF FLAME HOT RUPERT": SKETCHES ON AN ENVELOPE BY PRINCE RUPERT. Rupert, Prince of the Palatinate, was born at Prague, in December 1619, and died in November 1683. He was the third son of the Elector Palatine Frederick V. and Elizabeth of England, and nephew of Charles I. He served with distinction in the Thirty Years' War against the Imperialists, and gained fame as a cavalry leader in the English Civil War. He it was who captured Bristol in 1643, and surrendered it two years later, and was a naval commander against the Parliament (1648-53). Returning to England, in 1660, he became a Privy Councillor. In 1665, 1666, and 1673 he commanded against the Dutch fleet. He was Governor of the Hudson Bay Company.

From a sketch in the British Museum; reproduced from Mrs. Stuart Erskine's book "A Royal Cavalier," by permission of the Publisher, Mr. Eveleigh Nash.

murderers may possess all the virtues but one—a sense of fair play. It is not fair play to throw bombs in the hope of killing an individual, while the odds are that you may kill a number of harmless people, and blow out your own bemused brains.

Assassination has been practised and applauded by Governments, and even by representatives of Christian Churches. The less said the better, perhaps, about Cardinals and Protestant reformers who incited to or approved of murders from 1559 to 1600. They almost all were guilty; and all denounced murders when perpetrated by the opposite party.

In a recent historical work, by a clergyman probably of the most humane character, I remember reading such words as these, "Who can deny that such men were not far from the spirit of our Lord?" Now the men had just massacred, with great clumsiness and cruelty, an Archbishop, in the presence of his daughter!

He was not a good man, not a man of honour, and the murderers were avenging a would-be murderer of their own persuasion, whose conviction had been obtained by conscious or unconscious perjury; yet the avengers, certainly, were as far as possible from the spirit of the Founder of Christianity; no mortal can deny that fact, I think, if he considers the question critically and calmly. As far as I know, the English people has always had a natural and sportsmanlike hatred of assassination. It is a low thing, and



AFTER A MEZZOTINT, BY PRINCE RUPERT: "HEAD OF THE EXECUTIONER OF SAINT JOHN."

"Rupert paid a memorable visit to Brussels, memorable for himself because he learnt a new departure in art, and memorable for art because, but for that visit, the new invention might have died with the artist who gave it birth. The name of Ludvig von Siegen was already known to Rupert, who had admired the portraits which that artist had achieved of the Prince and Princess of Orange, in a medium known as 'the new method of printing.' These had been executed in 1642-3. . . . The fact that the artist was also a soldier, and that Rupert was no mean artist, united the two men by a double bond."

Reproduced from Mrs. Stuart Erskine's "A Royal Cavalier," by permission of the Publisher, Mr. Eveleigh Nash. (See Review on Another Page.)



CHRISTINA REGINA SVEC

A CARICATURE BY PRINCE RUPERT: "QUEEN CHRISTINA OF SWEDEN."

"The destiny of Prince Rupert, Prince Palatine of the Rhine, was mapped out for him from the beginning of his days. The third son of parents whose meteor-like dash for a kingdom and whose subsequent life of poverty made them the most conspicuous example in history of disappointed ambition, his only chance of making his way in the world was at the point of the sword."

From a print in the British Museum; reproduced from Mrs. Stuart Erskine's "A Royal Cavalier," by permission of the Publisher, Mr. Eveleigh Nash.

a position, in this matter, which ought not to be shaken in the slightest degree: it is a great conquest over the beast in human nature.

Not to part on unkind terms with the *Strand*, let me mention Sir Hiram Maxim's very amusing and puzzling article on a Mr. Fay, who, in America, performed the kind of tricks associated with the Davenport Brothers in a way that Sir Hiram, after many observations and experiments, could not explain. I understand him to say that even Mr. Maskelyne, that "master of magic and spells," has not produced any real imitation of the feats.

Yet it is vaguely in my memory that Mr. Fay, or another person of the same name, was studied by members of the Society for Psychical Research, in its early days, and that they were by no means satisfied with his performances. Probably some records survive in the Society's archives.

What does modern woman say to this dictum, delivered by a lady in "The Blind Child," a domestic tale published (fifth edition) in 1798?—

Every approach to what is called *humor* (sic) ought to be discouraged in a woman: it puts her too forward and too much upon a level with an actress; add to that, it makes her many enemies.

LIVERPOOL'S GREAT ORGAN Building Works.



ORGAN OF ST. AGNES' CHURCH, LIVERPOOL.

Recently Re-Built and Enlarged by Rushworth and Dreaper.

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by sea and land, of mountain crag and moorland slope, castles and towers, views of rugged pass and softly smiling sea-shore, of placid loch and luxuriant wooded valley, written by Mr. George Eyre-Todd, and issued as

a tourist guide by the London and North Western Railway Company to make good their claim as to the special advantages offered by the "West Coast Route" to Scotland, and through the Highlands by the Caledonian Railway. Few places are missed by the author's facile pen, and he points his narrative with a little local story of almost every place he takes us to. And in like manner most of the beauty-spots or places of romantic interest have their photographs. The "North Western" have also in this same connection issued a newspaper for gratuitous distribution, the "*North Western News*" *Special Holiday Number*—made up so as to tell all who want to know about their train-services and forthcoming events for the holidays within reach of the railway; aviation meetings; how and where to go for good fishing, shooting, and mountaineering, and so forth, between Buxton and Dovedale, and Wales and the Isle of Man, away to the heather-clad Northern uplands beyond the Garry and the Dee.



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LADIES' PAGE.

A BLACK Ascot was a novelty, and no cheerful one. For, becoming as sables may be found to individuals, there can be no question that the mass effect of all-black garments is mournful and sombre. However, as pearls and diamonds are admissible in ceremonial mourning and are nowadays not reserved, as once was considered good form, for evening wear alone, the *tout ensemble* was brightened by jewels, especially by fine necklaces and earrings of pearls. Hats seemed rather monotonously trimmed with big puffs of tulle; osprey or wide-spreading artificial fanciful feather aigrettes were hardly as popular as long spikes of bearded barley or wheat (black, of course), the whim of the hour. Turbans and big brims were almost equally well patronised. Gowns of soft satin charmeuse intermingled with Ninon or mousseline de soie seemed most favoured; but soft, dull-surfaced silk, usually embroidered with bright silk thread, crêpon, crêpe-de-Chine, Shantung, and chiffon were all worn. Bright jet was much in evidence; and embroidered gauze bands, the ornamentation in high relief in floss silk, were much adopted as a trimming, breaking up the heavy dead level of blackness of material.

Scarves are undoubtedly extremely fashionable. Some are very wide, and even slightly shaped to the shoulders, so that they form practically short mantles or capelets. Younger women wear the plain, flat scarf that needs careful drawing over the shoulders and clever carrying over the arms to look graceful. Long black Spanish lace scarves are handsome, but seem a little heavy in effect. Net, chiffon, brocaded gauze, or scarves composed of alternate lines of net and ostrich or marabout leather trimming, are all used. Ostrich-feather boas are also very fashionable; and, now that we have returned to the use of certain colours, it will be found that a heliotrope, or grey, or cream-coloured ostrich boa forms a most becoming frame to the face. Dainty pale tints are also delightful in chiffon scarves, to wear upon plain white embroidered muslin, or broderie Anglaise gowns. Delicate embroideries in colours, gold, or silver, are bestowed upon the ends, and borders of many of these diaphanous draperies; and, if gracefully carried, they are a great addition to the elegance of the whole appearance. Sometimes a light spangling of sequins is added, but it is hardly suitable for promenade wear.

Earrings, it may be mentioned, were almost universally worn at Ascot. The small patterns are used in the daytime—notably a single pearl on a small diamond top, or a short chain, all of brilliants, or of diamonds and some coloured stone; but for evening wear—such as at the Opera and at smart restaurant and private dinner-parties—long, dangling trails of diamonds or pearls in the ear-lobes give light beside the face on the majority of well-dressed women. Undoubtedly earrings are generally becoming; and, moreover, there is no better situation for the display of superb specimen



A LOVELY WHITE GOWN.

An Evening-dress of white chiffon, with berthe and panel of fine lace, and tunic edging of the same lace.

stones, if one luckily owns such gems. Critical males sometimes call the practice barbaric—well, and what if it is? One good old gentleman used to inquire why I did not also bore a hole in my nose for a ring? I found a reply simply veracious—I did not think that would be either ornamental or becoming, while the earrings were both. He would reply that he would never believe in the seriousness of the mind of a woman who put diamonds in holes in her ears. I would retort that I was of the same opinion as John Wesley when he was reproached with the liveliness of the tunes set to hymns under his directions. He replied that he did not see why brightness should be the monopoly of evil—so I have never been able to comprehend why becoming decoration and pretty costume should be considered the prerogative solely of brainless, ignorant, or self-centred little geese in our sex. Then he would fall back on his own dislike to earrings—and, of course, there is no arguing with taste! But, abstractedly considered, I believe most people would admit that the “swinging censers of light” beside the face are charming, so long as the countenance to which they call attention is pleasing; and that bright gems hung in the ears are attractive, at all events, while the eyes that flash beside them are sufficiently bright to match the gems. For old women, earrings can have but one merit—to advertise the splendour of their possessions. These two ideas are, of course, always the support of the jewellers—the desire, by ornament, to enhance either the beauty or the impressiveness of the appearance.

It is true there are few old women now! Our extended youth—the really longer duration of good looks—is due to a combination of many circumstances, but one is the greater care now avowedly given to the complexion. The use of a good cream is advisable, and many of the most famous beauties testify to their finding the ideal one for their own complexions in Crème Simon. This high-class preparation contains no animal fat, the base being glycerine; hence it cannot cause the growth of superfluous hairs, while it softens and tones up the skin. Poudre Simon and the excellent, bland soap of the same name are also desirable adjuncts to the toilet. Crème Simon can be purchased in a “flacon de voyage” specially arranged for travellers, to whom it is invaluable in case of sunburn, stings, and all such circumstances.

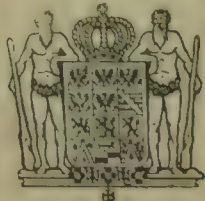
“Spot the Beauty” is the name of a competition started by the Erasmic Co., who are offering £300 in cash prizes to successful “beauty” spotters. Your chemist will be happy to supply you with the necessary competition forms and particulars. There are no entry fees; you can try your skill without expense, and with the pleasant knowledge that a cheque for £100 or £50 may reward you. But apart from prize-winning, there is enough interest in “Spot the Beauty” to make it a popular pastime. By all means get a form from your chemist, or write for one to the Erasmic Co., Ltd., Warrington. FILOMENA.



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LEIPZIG, June, 1910.

Directorium of the Royal Conservatorium of Music, DR. RÖNTSCH.

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THE CHRONICLE OF THE CAR.

MANY a man, particularly if he be a careful soul, hesitates long before embarking upon the purchase of a motor-car, solely because he can get no definite pronouncement of what the vehicle will cost him to run. As a matter of fact, it is a difficult question even for an expert to answer, for so much depends upon circumstances, and something on luck. But perhaps a

For the bare dozen he pays £4 4s., and can go up to 15.8-h.p. for an equal sum; but here '4—less than a half-horse-power—commits him to another two guineas. As I have suggested, could anything be more incongruous, disproportionate, or ill-considered?

The cream and glory of the great German contest for the trophy presented annually by that prince of good sportsmen, Prince Henry of Prussia, have gone to the

Austrian Daimler cars, which finished one, two, three. The only British vehicles entered—the three 20-h.p. Vauxhalls—do not appear in the first twenty, but this must not be scored in any way against them. The Vauxhalls were just standard 20-h.p. cars, such as any purchaser of one of these fine vehicles is supplied with, while the German vehicles which finished in the first flight were, of rules, actually

notwithstanding the *chevaux de frise* "freaks" as to engine, body, and equipment.

By the programme of the visit of the R.A.C. and its associated club to the ancient city of Chester

to-morrow, Saturday, it is evident that many of the functions will be of quite a civic character. The visitors will be received by the Mayor and Corporation, and members and Associates will be invited to inspect the plate and ancient charters of the city. The Dean of Chester will conduct a party over the Cathedral, after which lunch will be taken with the Mayor; and in the afternoon a drive will be made to Eaton Hall, the seat of the Duke of Westminster. In the evening the sixth Provincial Dinner will be held in the Assembly Room of the Town Hall, Chester, the Mayor presiding.

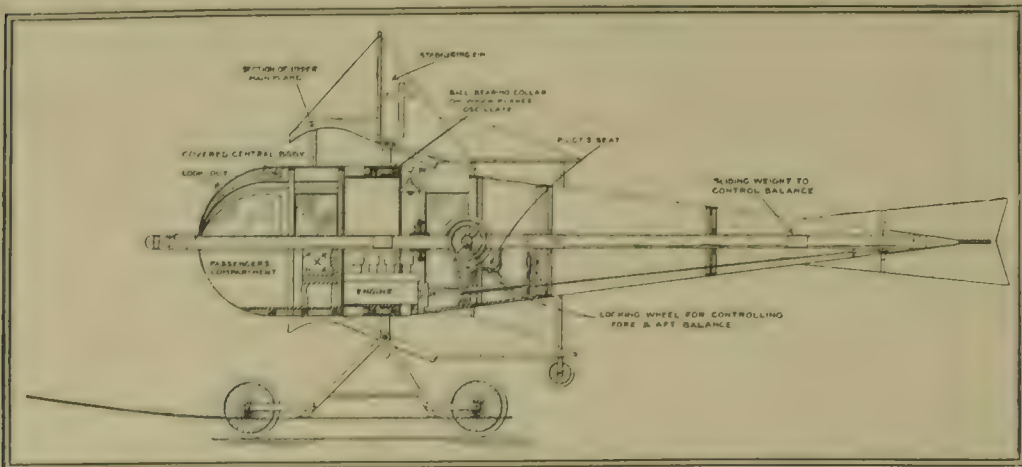
THE CRUCIFER AEROPLANE.

THE problem of the aeroplane has been attacked on many sides, but few designs have shown such originality as the machine just patented by a Sussex gentleman, Mr. L. B. Goldman. His first endeavour has been to arrive at a formation which would be more suitable for high-speed work than the present frail and skeleton types, in which the men and mechanism are fully exposed. The Goldman machine has a central body of torpedo shape, and within this the pilot, passengers, engine and stores will be housed.

But the vital principle of Mr. Goldman's patent is his new method of securing stability. In every other aeroplane the wings and body are rigidly held together; but in the "Crucifer" machine the planes or wings are mounted on a ball-bearing collar, which is fixed on the central body. Thus, if not held in control, the planes could oscillate freely on this collar without imparting their motion to the central body. The effect of this is that in the case of a gust of wind tilting the planes at one side and depressing them at the other the central body is not heeled over, as in the case of other machines where wings and body are all joined together.

By a most ingenious automatic arrangement, the oscillations of the planes or wings are limited and checked on the "Crucifer" aeroplane, and this device always tends to keep them horizontal, and so to maintain lateral stability. In other machines this has to be done by hand-controlled devices, and it makes a very severe call upon the skill and endurance of the aviator. In fact, until automatic stability in some form or other is obtained, the aeroplane must be considered imperfect.

Yet another striking feature of Mr. Goldman's invention is that the central body is mounted on trunnions or pivots provided by the supporting chassis, and an arrangement under the pilot's control enables the body



THE "CRUCIFER" AEROPLANE: A DIAGRAM ILLUSTRATING ITS CONSTRUCTION.

medical man in regular practice takes as much out of his car as anybody, take it all round, and so figures rendered by a medical man as to the cost of using a De Dion car for the past twelve months—which car has been in regular work since 1903—may have interest for many. Here are the figures: Petrol, £14 1s. 6d.; oil, £1 2s. 6d.; ignition, £2 4s. 1d.; tyres, £13 10s. 11d.; repairs, £7 2s. 11d.; lamps, 10s. 9d.; livery additional, £17s. 5d.; grooming and furnishing, 17s. 1d.; tools additional, 4s. 10d.; total, £41 2s. The distance covered is not given, but taking a line through the petrol at eighteen miles and 1s. 2d. per gallon, the distance could not have been less than 4300 miles, and probably a good deal more.

At last the powers that be have vouchsafed some information with regard to the imposition—I use the word advisedly—the imposition of the taxes upon motor-cars according to the true intent and meaning of the Finance Act. The amounts payable are to be governed by cylinder-area alone, for which, on the whole, motorists may in some measure be thankful; but a glance at the excellent tax-table given in the *Autocar* of the 11th inst. will show at once how unequally the allotted taxes bear upon the various car-owners.

Now to dwell a moment on the figures as given in the *Autocar* and to take, first, the question of single-cylinder cars. The owner of a little vehicle of 6.6-h.p. is mulcted in £3 3s. per annum, but by sticking to a single cylinder he can use a car of 11.8-h.p. for the same money. In the matter of twin-cylinder engines, if he has 12.4-h.p. he pays £4 4s. and can go up to 15.6-h.p. for the same money. Another half-horse-power, however, still with two cylinders, will plunge him into the expenditure of another £2 2s. per annum. Take, then, the case of the most popular sizes of four-cylinder engines, which range between 12-h.p. and, say, 18-h.p.



AN AEROPLANE DESIGNED TO CARRY "INSIDE" PASSENGERS: THE "CRUCIFER"—IN MODEL FORM.

The "Crucifer," which is the design of Mr. L. B. Goldman, presents a number of remarkable features. Space will not permit mention of them in detail here, but sufficient particulars will be found set forth in this issue. Meantime, it may be said that the flying-machine is designed to carry pilot and passengers in a central body of torpedo-like shape.

to be accurately balanced fore and aft when on the ground, and locked in that position. When in the air he can tilt the whole body upwards or downwards, and

(Continued overleaf.)

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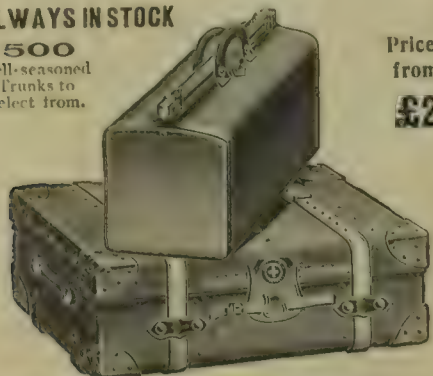
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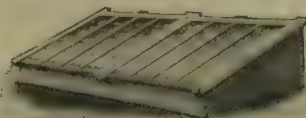


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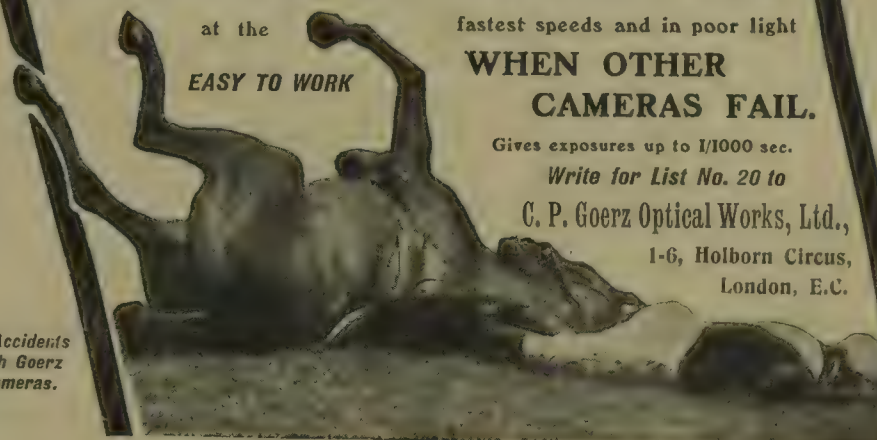
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thus steer the vessel on an up or down course without the employment of special elevating planes.

The engine drives two propellers, and the inventor is working out a plan by which the motor can also drive the road-wheels, if it is necessary to transport the machine over the roads. To further this end, he makes the wings capable of folding back, and the tail can be detached, so that the vehicles would be only eighteen feet long and not inconveniently wide.

Mr. Goldman has not yet carried his projects beyond the model form, and although, until tests with a full-sized machine have been made, it would be unwise to forecast the actual results obtainable, the ideas embodied in this new machine give great promise. It is tolerably certain that the sporting aeroplane of to-day is but a passing form, and we must make radical departures from current ideas, if a machine is to be arrived at which will render aerial navigation really practicable.

R. P. HEARNE.

We have received from Mr. William Heinemann the first volume of a new edition of "The Encyclopædia of Sport," which is issued in paper covers at 1s. net. It is edited by the Earl of Suffolk and Berkshire, and is very tastefully produced with several coloured plates, including "Blériot Crossing the Channel," and numerous black-and-white illustrations. This volume includes articles on Aeronautics (by Lord Montagu of Beaulieu), Alligators (by Lord Northcliffe), Ammunition (by H. P. Phillips), Angling (by John Bickerdyke), an Indian section (by H. S. Thomas), Antelopes (by R. Lydekker), and the beginning of an article on Antelope Shooting. The existing articles have been carefully revised, and many new ones added, among the contributors, besides those already mentioned, being Messrs. W. Baxendale, B. J. T. Bosanquet, H. A. Bryden, H. Hesketh-Prichard, and many other well-known writers.

The New Palace pleasure steamer *Koh-i-Noor* commences her Saturday afternoon "Husband Boat" trips on Saturday next, and on Sunday she makes her first trip this season to Deal. These trips mark the opening of the full service of sailings of the *Royal Sovereign* and *Koh-i-Noor*. Particulars of the special trains from St. Pancras, which call at a number of stations in the North of London, can be obtained from Mr. T. E. Barlow, Director and Manager, 50, King William Street, E.C.

The Hon. Victor Grosvenor has been elected a director of the Royal Exchange Assurance Corporation.

It will be interesting to those who are thinking of their summer holidays to know that a very pleasant cruise of nineteen days can be made to the Azores for £15, which figure includes nine days' accommodation at the Azores. The ten-days' sea-trip can be made by the large Transatlantic mail-steamers of the Royal Mail Steam Packet Company, which leave Southampton every alternate Wednesday. An illustrated booklet giving all particulars can be had on application to the R.M.S.P. Co., 18, Moorgate Street, London, E.C.

By inadvertence it was stated in the issue for June 11 that Mr. S. F. Cody was the first man in Great Britain to build and fly his own aeroplane. The credit of the event should have been awarded to Mr. A. V. Roe, who flew at Brooklands in June 1908.

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

T. R. S. (Lincoln's Inn).—It will give us pleasure to include your name amongst our successful solvers when you send us a correct solution. All your efforts so far have been unsuccessful.

E. J. WINTER-WOOD.—You will see your problem has been a veritable teaser to our solvers.

P. FIVE (Glasgow).—We are much obliged, and will take an early opportunity of examining it.

R. BEE (Melton Mowbray).—We hope to find our judgment in accordance with your own.

J. SCHEHL (Christiania).—Thanks for your contribution. We hope to publish it in due course.

CORRECT SOLUTIONS OF PROBLEMS No. 3442 received from C. A. M. (Penang) and F. Hanstein (Natal); of No. 3444 from J. Lear (Zazoo City, Miss.), Henry A. Sellar (Denver, Colorado), and J. W. Beatty (Toronto); of No. 3445 from G. W. Wolff (Altoona, Pa., U.S.A.), J. W. Roswell (Streetsville), Henry A. Sellar, R. H. Cooper (Malbane, U.S.A.), J. W. Beatty, Eugene Henry (Lewisham), and J. Clark (Dulwich); of No. 3446 from J. Clark, Eugene Henry, F. R. Pickering (Forest Hill), J. W. H. (Winton), W. H. A. W. (Holt), F. Rutter, E. J. Winter-Wood, J. B. Camara (Madeira), and J. Isaacson (Liverpool); of No. 3447 from J. W. H. J. Clark, Captain Challice (Great Yarmouth), A. W. Hamilton Gell (Exeter), Eugene Henry, T. Roberts (Hackney), F. R. Pickering, F. R. Gittins (Birmingham), L. Schlu (Vienna), J. K. Douglas (Scone), and F. W. Atchinson (Crowthorne).

CORRECT SOLUTIONS OF PROBLEM No. 3448 received from Sorrento, G. W. Moir (East Sheen), G. Stillingfleet Johnson (Seaford), A. G. Beadell (Winchelsea), T. Turner (Brixton), R. Worters (Canterbury), and J. Green (Boulogne).

PROBLEM No. 3450.—BY SORRENTO.

BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3447.—BY P. MORAN.

WHITE.

1. P to B 5th

2. R, Q, B, or Kt mates accordingly.

BLACK.

Any move

INTERNATIONAL CHESS EXHIBITION IN HAMBURG.—On the occasion of the seventeenth Congress of the German Chess Association, to be held in July, arrangements are being made for an exhibition of rare works on chess, drawings, curiosities, newspapers and magazines containing chess problems, etc. All those possessing suitable objects for such an exhibition are invited by the Hamburg Club to kindly lend them, the Club guaranteeing their prompt return. They may be sent to Herr Fab, Landau, Hamburg, 19 Wiesen Street, 27.

WILLS AND BEQUESTS.

THE will of SIR JOHN HOLLAMS, of 52, Eaton Square, and Dene Park, Tonbridge, head of Messrs. Hollams, Sons, Coward, and Hawksley, solicitors, Mincing Lane, has been proved, the gross value of the estate being £601,587. He gives 52, Eaton Square, Dene Park, Tonbridge, his property at Alverdiscott and Huntshaw, Devon, with the furniture, etc., live and dead stock, and £100,000 to his son Frederick William; the freehold ground rents and hereditaments in Surrey and at Plaistow to his son Edward Percy; property at Greenwich and Stepney to his son John; £500 to Elizabeth Hole; the dividends from his 3½ per Cent. India Stock to Frances Constance Hole, during her life; £1000 to the Solicitors' Benevolent Society; £100 each to the United Law Clerks' Society, St. Thomas's Hospital, the Hospital for Incurables, the Kent Hospital at Maidstone, the Cheyne Walk Hospital for Children, and the Poplar Hospital; and the residue to his said three sons. The testator desired to record that the apparent preference for his son Frederick William arises from his greater requirements and not from his having less affection for his other sons.

The will (dated June 19, 1909) of MR. HAROLD BROWN, of 9, Chester Terrace, Regent's Park, and 2, Bond Court, Walbrook, solicitor, who died on April 14, has been proved by his widow and sons, the value of the property amounting to £121,148. The testator bequeaths £2000, the household and domestic effects, and an annuity of £2000 to his wife; £1000, and his share and interest in his partnership business to his son Harold George; £2000 to his son Wilfred Gordon; £50 each to his grandchildren; £100 each to Dorothy Brown, Robert Mills Welsford, and Grace Roberts; £1000 each to his daughters Ada, Kate, and Helen Mary; and the residue to his five children.

The will of the REV. JOHN BRIDGES NUNN, of 12, St. Matthew's Drive, St. Leonards-on-Sea, has been proved, and the value of the property sworn at £43,612. He bequeaths £100 each to the Church Missionary Society and the Corporation of the Sons of the Clergy; £500 to his daughter, Jean Elizabeth Annie; the income from £3000 to his son during the life of his mother; £50 each to the British and Foreign Bible Society and the British and American Children's Home and Orphanage; and the residue in trust for his wife during widowhood, and then for his three children.

The will of MISS CHARLOTTE ELIZABETH ASKEW, of Burwood Park, Walton-on-Thames, who died on Feb. 21, has been proved, the value of the property being £35,851. The testatrix leaves everything she may die possessed of to her sister Frances Louisa Askew.

The following important wills have been proved—

Mr. Reuben Martin, Roebuck House, West Bromwich, died intestate	£138,604
Mr. Robert Stanford Brown, Park View, Bromley, Kent	£95,100
Mr. George Harding, Knypersley, Stafford	£65,516
Sir Alan J. Colquhoun, Bt., of Luss	£53,651
Mr. Joseph Millington, Earlswood, Penn, Wolverhampton	£52,679
Mr. Edward Gellatly, The Priory, Richmond, and Dock House, Billiter Street, City	£50,313

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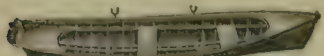
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THE ROYAL AGRICULTURAL SHOW; AND LIVERPOOL.



"HE IS INDEED A HORSE, AND ALL OTHER JADES. YOU MAY CALL BEASTS": A PROUD COMPETITOR.

Eighty-eight classes for horses were arranged for the Royal Agricultural Show at Liverpool, with prizes to the value of £3476 10s. Six hundred and eighty-four horses were entered, which constitutes a record.—[DRAWN BY GILBERT HOLIDAY.]



THE PENDANT OF THE LADY MAYORESS'S CHAIN.

THE ROYAL SHOW.

THE PENDANT OF THE LORD MAYOR'S CHAIN.

mind that, at the ultimate issue, all life and wealth depend upon and must be won by the cultivation of the soil. The size of the annual exhibition held at Liverpool this week is significant of the growing realisation of this fundamental fact, for it was only in 1838 that there was founded the English Agricultural Society, which had as its object "the general advancement of English agriculture." Two years later the Society received its Royal Charter of incorporation and assumed the title by which it has ever since been known. Among its founders were, it is interesting to recall, the Duke of Wellington, Sir Robert Peel, the third Earl Spencer, and the Duke of Richmond.

The first exhibition of the Society was held at Oxford, and was confined to one day. Two years later, in 1841, the Show was allotted to Liverpool, which again was accorded the honour in 1877, so that the present one is the third to be held in the great Lancashire centre.

Nothing, perhaps, will more clearly illustrate the enormous development of the Royal Agricultural Society, and the growth of its importance, than the fact that seven acres of land at Falkner's Green sufficed for its requirements at Liverpool in 1841. Then and there for the first time was seen a portable steam thrashing-engine for corn. More than thirty years later, in 1877, when the Society again opened its annual exhibition in Liverpool, a site of seventy-five acres in Newsham Park was required for the exhibits, a leading feature of which was a parade of over three hundred heavy-draught horses. Now in 1910, for the third time, Liverpool becomes the Mecca of agriculturists not only in this country but throughout the world. The President for the year is Sir Gilbert Greenall, Bt., of Warrington, whose local connection thus adds an exceptional interest to the Liverpool Show of the "Royal," while it must also be mentioned that Sir Gilbert this year combines the office of President and Honorary Director. For the last five years, since the Royal Agricultural Society reverted to the migratory system of shows, and dropped the fixture of the exhibition near London, as during the previous few years failure and lamentable financial losses had attended the holding of the Show at Park Royal, Sir Gilbert Greenall has been Honorary Director of the shows, and at Liverpool he adds these onerous duties to the by no means honorary position of President.

Some one hundred and eight acres of land at the Wavertree Playground have been requisitioned and equipped with the necessary buildings, stands, judging-rings, and accommodation. Each horse, for instance—and there are eighty-eight classes for horses—is provided with a loose-box. The Grand Stand, accommodating five thousand persons, is the

THE SILVER OAK, SIGN OF THE CIVIC JURISDICTION OVER THE MERSEY.

largest ever erected at a "Royal" Show, and the extensiveness of the provision made for visitors may, perhaps, be most picturesquely shown by the fact that the refreshment department covers five acres, provides seating accommodation for six thousand guests, and is staffed by over seven hundred chefs, cooks, waiters, and attendants.

Such details, however, tend to remove attention from the distinction of the Royal Agricultural Show, which is to exhibit in public the finest specimens of live-stock, of the fruits of the earth, and the latest and most useful implements for the culture and gathering of crops. Several features distinguish the Liverpool meeting of 1910, under the presidency of Sir Gilbert Greenall. One is the great parade of heavy-draught horses, for, in addition to animals from all parts of the kingdom,

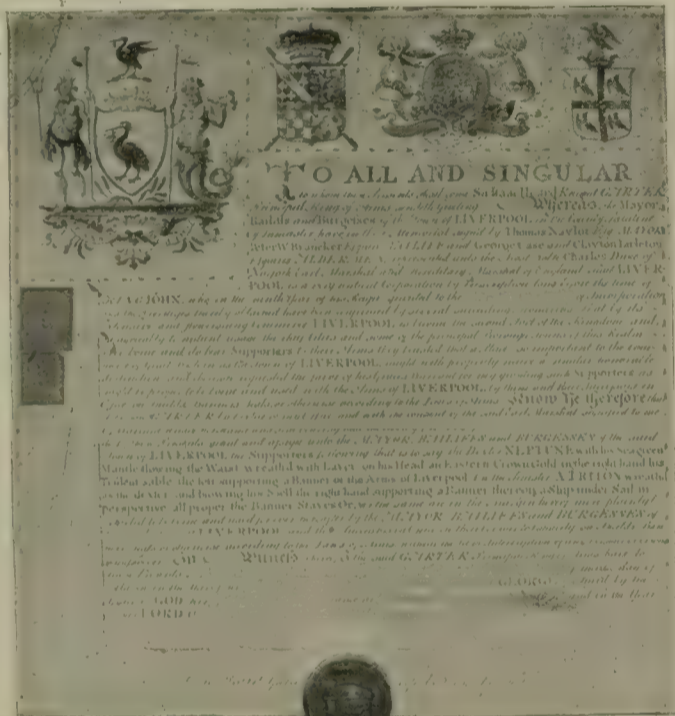
Liverpool is famous for the quality of its horses. The entries in the classes for horses are the largest for the last ten years; while in cattle, sheep, and pigs there has never been a show which brooks comparison with this on any similar occasion in any country. A notable feature also has been that, for the first time, vegetables have taken their proper place; while the horticultural exhibits have shown many features as novel as they are possessed of real and lasting importance. The entries of poultry constitute a record for the Show, being more than four hundred in excess of those at Gloucester last year; and this increase is particularly to be welcomed as indicating that at last we are awakening to the importance of this too-long neglected department of rural life.

Nothing more than a mention can be made here of the Forestry Section, which was instituted no longer ago than 1904, and yet, by the interest of the principal landowners of the country, has already established its usefulness. The exhibits are of a peculiarly useful kind, and show the varieties of wood best suited for different purposes—such as gates, fencing, etc., and the precautions necessary against the ravages of insect pests. Then there are the prizes for the best cultivated farms in Lancashire and Cheshire, and the competitions for essays and drawings relating to selected domestic animals by children attending elementary schools.

As yet no mention has been made of the Implement and Machinery Section, with its exhibits of apparatus in motion. In all 454 firms are represented, occupying over 13,500 ft. frontage, the machinery, implements, and farming appliances being the most complete and up-to-date ever seen in this country. The Agricultural Education Section has been organised by several of the principal agricultural colleges, in conjunction with the National Fruit and Cider Institute and the Royal Meteorological Society. It is on an exceptionally large scale, and illustrates the courses of instruction for farmers, and those who are to become farmers, in modern methods of agriculture, substituting reasoned knowledge and facts proved by experiment and practice for the old rule-of-thumb methods which too long have dominated the culture of the soil in England. The relation of such knowledge to the actual working of a farm and its return to the farmer in profits is indicated by another section of the Royal Show, where milking-tests and butter-tests will be carried out and the working dairy will afford valuable lessons.

In all, the prizes to be awarded at Liverpool amount to £11,000, a sum only exceeded twice in the history of the Royal Agricultural Society. These two occasions were the International Show at Kilburn in 1879, and the Jubilee Show at Windsor twenty years later. Men-

THE SERGEANT'S MACE (1784; FOUR FEET TWO INCHES LONG).



THE GRANT OF SUPPORTERS MADE IN THE REIGN OF BY SIR ISAAC HEARD GARTER

TO THE LIVERPOOL ARMS. GEORGE III., AND SIGNED PRINCIPAL KING-OF-ARMS.



THE FIRST OF THE AGRICULTURAL SOCIETY'S SHOWS: THE ENGLISH AGRICULTURAL SOCIETY'S SHOW YARD AT OXFORD, JULY 17, 1839.

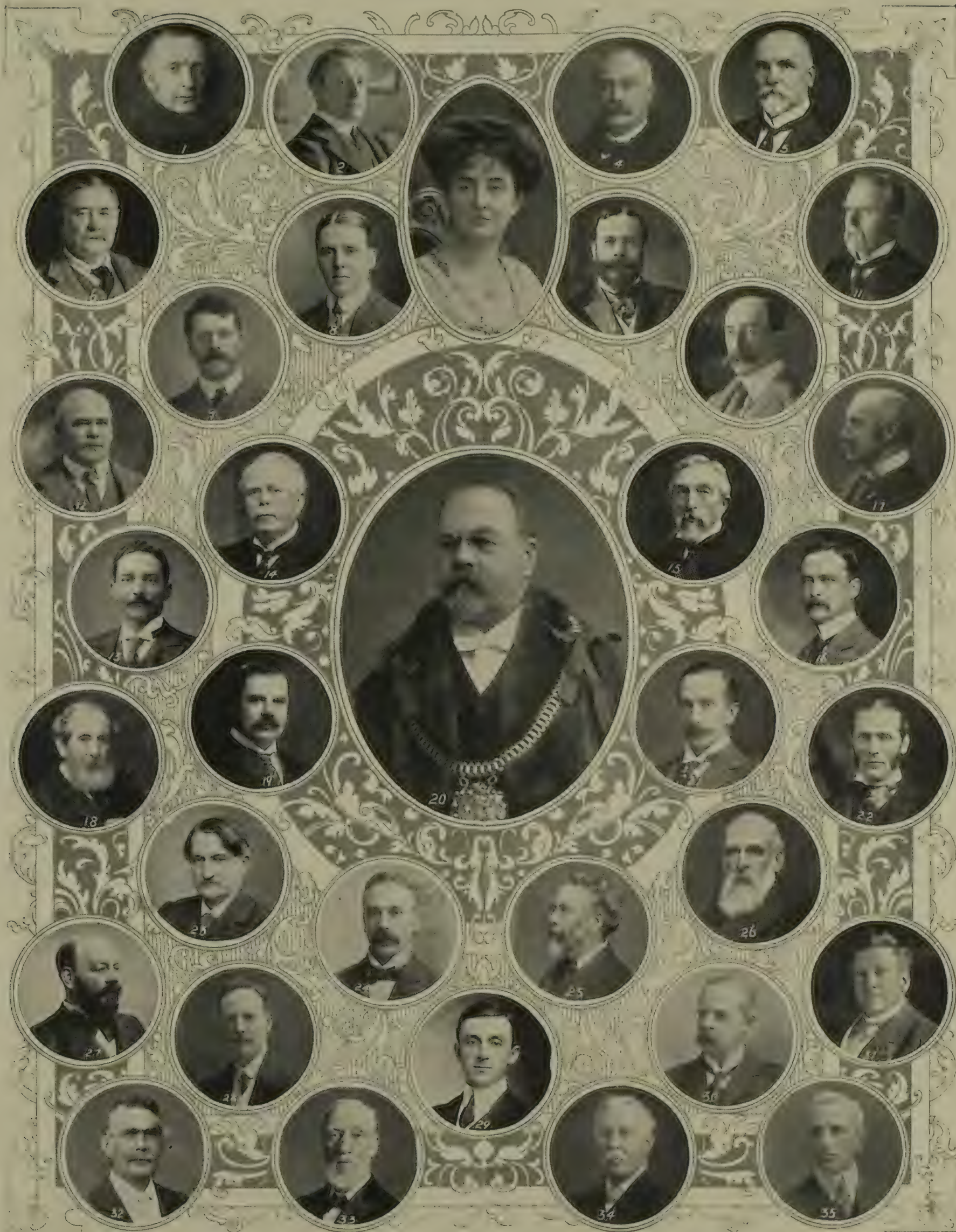
The Royal Agricultural Society, then the English Agricultural Society, held its first Show in 1839, at Oxford. Twice before the present occasion has the Show been held in Liverpool—in 1841 and in 1877.

tion must fittingly be made here of the action of the Royal Lancashire Agricultural Society, which has co-operated with the Royal Agricultural Society to the extent of cancelling its annual show, in order to throw the whole force of local interest into the meeting of the Royal, and has, moreover, contributed challenge cups to the value of £567.

At present it is, of course, impossible to give complete statistics of visitors to the Liverpool Show. It is interesting to recall that of the seventy previous Royal Shows the meeting at Manchester in 1897 showed the record attendance of 217,980 persons for the six days, as against 213,867 visitors at Newcastle in 1908. That Manchester holds the existing record is of itself a sufficient spur and stimulus for Liverpool to create a new standard of attendances, by which all future meetings of the Royal Agricultural Show will be judged.

BEARERS OF NAMES FAMOUS IN LIVERPOOL:

PEOPLE PROMINENTLY ASSOCIATED WITH THE CITY AND ITS WELFARE.



1. THE BISHOP OF LIVERPOOL.
2. MR. E. MARSHALL HALL, M.P. (East Toxteth Division).
3. THE LADY MAYORESS (MRS. W. H. WILLIAMS).
4. MR. W. WATSON RUTHERFORD, M.P. (West Derby Division).
5. SIR JAMES BARR (Senior Physician, Royal Infirmary).
6. MR. T. P. O'CONNOR, M.P. (Scotland Division).
7. MR. MAX MUSPRATT, M.P. (Exchange Division).
8. MR. F. E. SMITH, M.P. (Walton Div.).
9. MR. ROBERT P. HOUSTON, M.P. (West Toxteth Division).
10. COLONEL R. G. W. CHALONER, M.P. (Abercromby Division).

11. MR. CHARLES MCARTHUR, M.P. (Kirkdale Division).
12. MR. J. S. HARMOOD BANNER, M.P. (Everton Division).
13. MR. J. B. ISMAY (Chairman, White Star Line).
14. MR. ARTHUR W. BIBBY (Chairman, Liverpool Steam-ship Owners' Association).
15. RIGHT HON. CHARLES BOOTH, P.C. (Chairman, Booth Line).
16. MR. JOHN M. LAIRD (Director, Cammell, Laird, and Co.).
17. MR. H. A. SANDERSON (General Manager, White Star Line).
18. MR. ROBERT GLADSTONE (Chairman, Dock Board).

19. EARL OF DERRY (Chancellor of Liverpool University, and President of Chamber of Commerce).
20. THE LORD MAYOR (ALDERMAN W. H. WILLIAMS, J.P.).
21. THE EARL OF SEFTON, of Croxteth Hall, Liverpool.
22. LORD SHUTTLEWORTH (Lord Lieutenant of Lancashire).
23. MR. E. R. DIBBIN (Curator, Walker Art Gallery).
24. MR. E. R. PICKMERE, J.P. (Town Clerk).
25. SIR EDWARD W. RUSSELL (Editor in Chief, *Liverpool Daily Post*).
26. RT. HON. SIR JOHN BRUNSER, P.C., M.P. (Chairman, Brunner, Mond, and Co.).
27. ALDERMAN J. R. GRANT, J.P.

28. COUNCILLOR R. RUTHERFORD, J.P. (President, Grocers' Association).
29. MR. E. G. HEMMERDE, K.C., M.P. (Recorder).
30. SIR EDWARD EVANS (President, Liverpool Liberal Council).
31. MR. W. H. LEVER (Soap-Manufacturer and ex-M.P.).
32. COUNCILLOR C. C. MORRISON (Chairman, Stanley Cattle Market).
33. COUNCILLOR E. J. CHEVALIER, J.P. (Chairman, Central Markets Sub-Committee).
34. MR. J. A. F. ASPINALL (General Manager, Lancashire and Yorkshire Railway).
35. COUNCILLOR R. E. W. STEPHENSON (Chairman, North Markets Sub-Committee).



MALT-CARTS AT THE WARRINGTON BREWERY.

INCREASING refinement of public taste in amusements, dress, and diet has been one of the most remarkable features of the last decade. This movement might be illustrated in many directions, but in none more strikingly than in regard to matters of food and drink. The old heavy English dinner of solid, not to say stodgy, joints of meat, plentiful in quantity but

production of the finest ales and stouts the brewing of a lager beer, for which a plant comprising the latest and most complete improvements has been laid down at Burton, so that this British-brewed lager is declared by the highest authorities not merely to equal, but to surpass, the finest lager imported from the Continent.

What is Lager? There is a common idea, as prevalent as it is ill-founded, that lager is in some especial sense a German product which cannot be perfectly produced outside that country. Very little knowledge and not merely technical is required to show the erroneous nature of this idea. So far from being a German monopoly, lager is as distinctive of and as popular in Denmark and Scandinavia generally as in Germany. Lager, indeed, is a beverage which may be said to owe nothing to its country of origin. Its distinction is not that of climate or soil, but of a method of manufacture which can be as successfully carried out in this country as on the Continent, as shown by the expert judgments passed on the lager beer brewed by Peter Walker and Son's, of Warrington and Burton. The essential character of lager is signified in its name.

The word "lager" means no more than "storehouse," and synonymously it means a beer which has been stored or matured. To come to details, the difference between ordinary English bitter or pale India ale and lager beer lies in the method of brewing. Ordinary ale is brewed at a comparatively high temperature, which leads to the fermentation taking place at the top of the vat, and very rapidly, so that a relatively high proportion of alcohol is engendered and a strong beer is the result. But lager beer is brewed at a low temperature; the fermentation takes place at the bottom of the vat, and a cool, light, almost non-alcoholic liquid with high nutritive constituents is the result. Finally, such lager beer undergoes Pasteurisation, which ensures its maintenance and delivery to the consumer in prime condition, as will be explained below.

How Walker's Lager is Brewed. For the production of lager beer, a special department at the Burton branch of Peter Walker and Son's Breweries has been equipped with plant comprising the

latest and finest methods employed on the continent of Europe and in America. In the first place, the malt—of the finest quality—is ground in the mill, and, descending the shoot, is mixed with water at a certain temperature. The apparatus in which this takes place is technically known as a "saccharification vessel," which is made of steel plates divided by cotton-wool. Thence the liquid descends to the "dick maische," the steam-jacket of which raises the temperature until it is pumped back into the saccharification vessel. Thence these operations are carried out, when, the malt having

gives the clear and brilliant amber beverage ready then to be bottled, corked, and to receive its label, "Peter Walker's Lager." Even then, however, it is not yet ready for distribution. Every moment after it leaves the fermenting-vessels the beer is sacredly guarded against any danger of contamination from the air. The bottles are placed in the Pasteurising tanks, which render it free from the development of every possible germ or bacillus, and give it, incidentally, its beautiful brilliance and colour. Nor does the scientific

quite attractive, refreshing, clean taste, but, unlike the Continental lager beers, with which it compares most favourably, it should be kept and consumed cold. It contains no objectionable preservatives and no foreign bitter substances.

To this verdict must be added the result of the *Lancet's* analysis of Peter Walker's lager beer, the specimen of which was purchased for this purpose in an ordinary manner from a London dealer—

	Per Cent.
Alcohol, by weight	3.71
Alcohol, by volume	3.63
Proof spirit	8.13
Extractives	5.20
Malt sugar	1.64
Dextrin	2.80
Protein	0.50
Mineral matter	0.26
Phosphoric acid	0.045
Volatile acidity	0.036
Fixed acidity	0.201

"Lager beer" continues the *Lancet*, "of the character and quality shown in the above analysis . . . supplies nourishment considerably in excess of the alcohol present." In ordinary beers the reverse is the case, the amount of alcohol sometimes doubling that of the malt extractives present. Another important dietic point in regard to lager beer of the type that is brewed by Messrs. Peter Walker at Burton is that it contains much less hops than ordinary beer, and the fact is often overlooked that the drowsiness which is known sometimes strong beer is not entirely due to the alcohol, but partly to the soporific properties of the bitter principles of the hops.

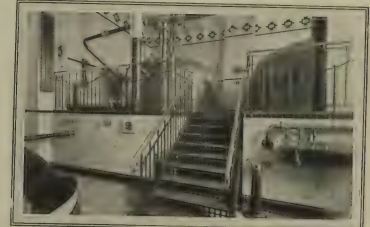
Nearly a Century's Experience. The above account of the latest development of Messrs. Peter Walker and Son's leaves but small room for any reference to the rise and growth of this firm, which had its origin nearly a hundred years ago in the establishment of a brewery in Ayr by Mr. Peter Walker, who brought his native ability and the fruit of long study to the improvement of his trade. From him came the introduction of what is now known as the "Burton Union System" of cleansing the beer from yeast. His younger son, Mr. Andrew

Walker, having established himself in Liverpool, his father was induced to join forces with him there, and so to establish the now famous firm of Peter Walker and Son, the firm's first brewery being situated at Warrington; while, in 1877, an extension was made to Burton, where the house now conducts large and important breweries, one—and the most



LABELLING BOTTLED STOUT.

modern—section of which has been described above in relation to the production of lager beer. This represents the firm's latest departure; but beyond



PART OF THE MAIN LAGER BREWING-ROOM.

and above it there is the nearly a century's reputation of Peter Walker and Son's for the quality of its Warrington ales, its India and Pale ales—a reputation of which time has proved the soundness and permanence, based as it is on the use of only the finest and purest malt and hops, and the employment of the soundest and most scientific methods of manufacture.



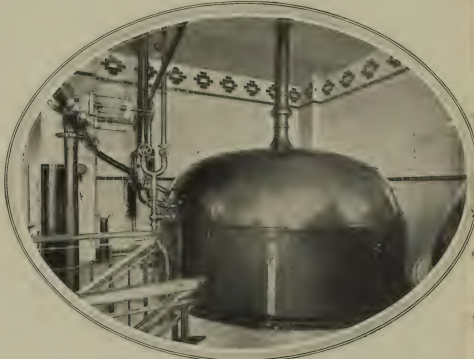
A LAGER DELIVERY-VAN IN A GREAT YARD.

sparse in variety, has given way to the lighter and more varied meal of to-day; while instead of beverages whose distinctive feature was their potency, the modern



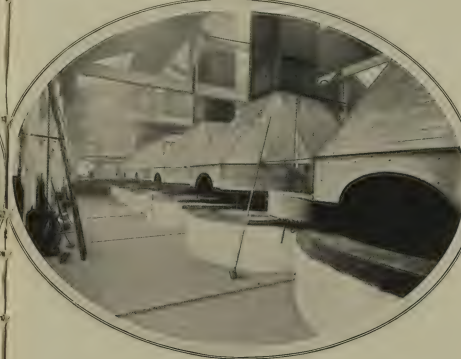
FILTERING-MACHINERY.

man looks for that which will refresh the body without clouding the mind, and, while quenching the thirst, will not only not impair the digestion, but will also afford that gentle stimulation called for by the rash and strain of twentieth-century life. This gradual change in public requirements has been both anticipated and met by the old-established firm of Peter Walker and Son, of Warrington and Burton-on-Trent, which has recently added to its



A SACCHARIFICATION VESSEL.

been thoroughly extracted, the wort is passed to the "receivers" at the top of Peter Walker's Brewery, and from these white-tie-walled and mosaic-floored rooms it is passed over refrigerating-pipes into steel tanks lined with glass enamel. Here the liquid undergoes slow "bottom" fermentation for about a fortnight, and then it is run into storage-tanks which are kept just above freezing-point to mature—a process which takes many weeks. At last ready to be forth for consumption, the lager is pumped through

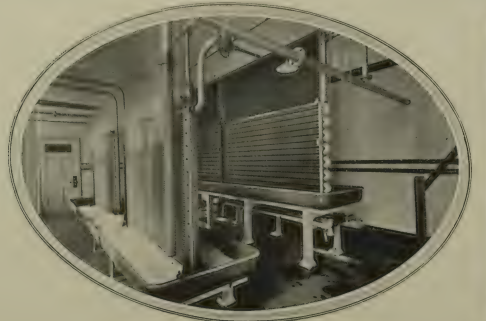


COPPERS FOR ALES AND STOUTS.

control and care of Peter Walker and Son's for their product end here. Consignments for London are consigned in insulated tanks in specially constructed railway-vans, from which road-vehicles of unique character convey Walker's Lager to the firm's stores in the metropolis at 41, 42, 43, St. Pancras Road, N.W.

Lager and Health. Throughout the premises occupied by the brewing of Walker's Lager, cleanliness in the strictest aseptic sense of the term prevails, while the motive machinery is driven by electricity. As the outcome of a visit paid by its representative last month, the *Lancet*, in the course of a long article, declared—

The lager beer brewed by Messrs. Peter Walker is kept just above freezing-point to mature—a process which takes many weeks. At last ready to be forth for consumption, the lager is pumped through



REFRIGERATORS.



FERMENTING-TUNS FOR WALKER'S ALES AND STOUTS.



FERMENTING-VESSELS FOR LAGER BEER.



LAGER-MIXING VESSELS.

WHERE WORK AND PLEASURE GO HAND-IN-HAND: INDUSTRY UNDER IDEAL CONDITIONS.

THE FAMOUS GARDEN CITY AND WORKS OF PORT SUNLIGHT.



Port Sunlight. Port Sunlight is not only a hive of industry, with its swarm of workers and its marvellous organisation, it is also, in its social aspect, a model community, and a splendid example of what may be done by sympathetic and enlightened employers for the welfare of their people. The first works were established by Lever Brothers at Warrington, in 1886, but so rapid was their success that larger premises were soon required. Port Sunlight was founded in 1888, on the Wirral peninsula between the Mersey and the Dee.

What Port Sunlight Is. The Garden City of Port Sunlight covers 211 acres, containing the works, offices, docks, railways, roads, etc., together with over 700 rooms, cheerful cottages, where many of the workpeople live. Everything possible has been done for their comfort and well-being. There are Swimming-Baths, Gymnasiums, Workmen's Clubs, Girls' Institutes, Athletic Clubs, a Church, a Library, a Theatre, a Technical Institute, Schools, Garden Allotments, Provident Societies, Ambulance Corps, and many other societies. Well-paid, well housed, and working in a well-ventilated, bright factory, Port Sunlight workers are healthy, cheerful, and contented. There is every facility for recreation, physical and mental. Every national game is played at Port Sunlight—cricket, football, tennis, bowls,



with chess, billiards, and other indoor games.

The Population. In the works are employed some 4000 people, not including of course, the employees in the various branch offices and agents' stalls throughout the Empire and in foreign countries. Over sixty trades and occupations are represented in the works. Including the families of employees at Port Sunlight and elsewhere, more than 20,000 persons, a number equal to the population of Rutlandshire, depend on Lever Brothers for their living.

The Offices and Factory Departments. The General Offices of Lever Brothers at Port Sunlight consist of two magnificent halls—the East Wing and the West Wing—which are decorated with the national flags of all those countries of the world where Sunlight Soap is used. Some 400 clerks form the office staff, and over 200 typewriting machines are in daily use. There is a great Printing Department for advertisement and other literature, with rotary machines that can turn out 20,000 copies of a 16-page pamphlet per hour. The Electric-Power House lights the works and drives hundreds of motors. In the Card-Box Factory millions of card boxes are made every week. The wharf, where the com-

pany's vessels arrive with raw material, and depart with the finished product, shows that Port Sunlight is a port in reality as well as in name.

The Conditions of Labour at Port Sunlight. Every provision is made for the safety and comfort of the work force of the works. There is a fully equipped and regularly drilled Fire Brigade, with the latest apparatus, an Ambulance Brigade, and a Cottage Hospital with a doctor and nurses. The women workers are especially well cared for. The girls have a rest-room where they can retire, and well-lighted bathrooms. They work 45 hours a week, 3 hours less than the men, and travel free by train or tram to and from Rock Ferry or Birkenhead. Fifteen hundred girls sit down to a good dinner in Holmes Hall, the women's restaurant. The meal, of hot meat, vegetables, and pudding, is provided at the modest price of 3d. Long service, merit, and ideas are all encouraged. Each employee who completes 15 years' service receives a silver badge, a gold watch, and a long-service certificate. There is a model for conspicuous merit, and old-age pensions are given after 20 years' service. Prizes and certificates are awarded for useful suggestions by employees. All workpeople, 25 years of age, are now, after five years' faithful service, made partner-employees under a co-partnership scheme founded last year.



The Homes and Gardens of Port Sunlight. Port Sunlight is laid out as a real Garden City, and gardening is encouraged by means of allotments, flower shows, and prizes. The houses are tastefully built and the streets spacious and picturesque. Under the healthy conditions at Port Sunlight, with its pure air and perfect sanitation, the children thrive wonderfully. Port Sunlight babies come to stay, and the infantile death-rate there is abnormally low.

The School and the Boys' Brigade. Port Sunlight has two very picturesque schools, airy, bright, and well furnished, known as the Park Road and the Church Drive School, with accommodation for about 1300 children, and an attendance of about 1200. There is also a well-equipped Technical Institute. The children develop into a sturdy, well-fed, and well-clothed set of youngsters, destined to become vigorous and healthy men and women. Affiliated with the Church is the Boys' Brigade, which possesses its own Maple Band. On the School Anniversary the village is en fete the children parade with the village band at their head, and a festival of sacred song is held in the Auditorium. Port Sunlight, in fact, fully recognizes that the future is in the hands of the rising generation, and provides ideal conditions for their growth.



1. THE PORT SUNLIGHT FIRE BRIGADE.—(Photo, Davies.)
2. THE CHURCH DRIVE SCHOOLS AND CHILDREN.
3. THE PARK ROAD SCHOOLS AND CHILDREN.

A.—THE PORT SUNLIGHT ORDER OF CONSPICUOUS MERIT.

4. THE PORT SUNLIGHT BOYS' BRIGADE.
5. IN THE GIRLS REST-ROOM, PORT SUNLIGHT.
6. CHRIST CHURCH, PORT SUNLIGHT.

7. THE SOCIAL AND BOWLING CLUB.
8. PEEL COTTAGES, GREENDALE ROAD, PORT SUNLIGHT.

9. WRITING A SUGGESTION INTO THE SUGGESTION-BOX.
10. RIVERSIDE CORNER, PORT SUNLIGHT.

B.—THE LONG-SERVICE BADGE (L.B.—LEVER BROTHERS).

11. THE WEST WING OFFICES, PORT SUNLIGHT.
12. GIRLS AT A MEAL IN HOLMES HALL.

13. FLOWERS AT PORT SUNLIGHT: CHILDREN GATHERING ROSES FROM A RAMBLER.
14. PART OF THE LUX PACKING DEPARTMENT, PORT SUNLIGHT.

Our illustrations give a better idea than any amount of descriptive writing could convey of the ideal conditions under which the fortunate employees at Port Sunlight the day would disappear. Such establishments as Port Sunlight, combining, as it does, scientific efficiency with social progress, form one of the most encouraging capitalist. That this need not be so, where the capitalist possesses a heart

carry on their work. If all employers of labour took the same benevolent interest in the welfare of those who work for them, many of the distressing problems of features of modern commercial life. It has been said that "corporations have no souls," and the labourer is often regarded as a mere pawn in the game played by the as well as a brain. Port Sunlight is a standing proof and a shining example.

THE OLDEST DRINK IN THE WORLD:

LIVERPOOL ENTERPRISE
IN AN
ANCIENT INDUSTRY.



Photo. Elliott and Fry.
MR. CHARLES A. CAIN, J.P.,
THE MANAGING DIRECTOR.

THERE is one article of everyday consumption which is more characteristically English and has a longer history than any other product of these islands. It was a famous British institution before Parliament existed, and it is even older than the monarchy. For ale, in its production and use, goes back to the very dawn of historic human life in England, when, with the culture of the soil

and the growth of cereals, barley was yearly set aside for brewing into beer.

Ancient as is ale, modern enterprise and energy have scarcely a more notable illustration than is furnished by the position of the firm of Messrs. R. Cain and Sons, whose business—the Mersey Brewery Company now firmly consolidated, was established little longer than sixty years ago; and to-day, by its steady growth and development, has become in important respects a unique firm, without parallel in the trade of the United Kingdom.

It was only in 1848 that the late Mr. Robert Cain, (father of the present proprietors) commenced to brew, on a scale the smallness of which can be gathered from the fact that he supplied beer to only one inn, of which he held the license. But Mr. Cain was a man of notable distinction, of profound business ability, shrewd judgment, ready courage, and untiring industry. From the high quality of the beer he brewed came increasing business, and this inflow was devoted to the extension and growth of the firm. The businesses and properties of less progressive firms were acquired by Mr. Cain, who on his death in 1907, had built up a great business on the foundation he had so broadly and truly laid sixty years before.

To keep pace with the times, to recognise an improvement when one saw it, and immediately to adopt it, were the qualities which Mr. Cain once laid down as the principles of business success, and to the faithful adherence to these principles he attributed the marvellous growth and extension of the firm which he founded and built up brick by brick, as it were. To rare mental ability and power of judgment, together with the faculty of rapid decision, he added physical strength and endurance, which enabled him not only to conceive, but to carry out far-reaching plans.

That policy of sound business extension and development which he laid down has been pursued unflinchingly by his sons and successors, Mr. W. E. Cain and Mr. C. A. Cain, as may be gathered from the fact that they recently purchased a number of licensed properties which were absorbed by and merged in the Mersey Brewery Company—to give the official title to Messrs. Cain's business, which in 1896

was formed into a private company consisting of members of the founder's family. The capital of the company is £1,000,000, consisting of £500,000 Ordinary shares, £250,000 First Preference and £250,000 Second Preference. Mr. W. E. Cain is Chairman of the Board, and his brother, Mr. C. A. Cain, J.P., Managing Director.

A notable and, indeed, unique feature of the firm is that its trade is wholly and strictly private. Large as is the output of the Mersey Brewery Company, it is entirely required for the trade of the inns and hotels owned and directed by the company. In all the firm holds the licenses of over two hundred houses. These are not tied houses in the conventional sense, but entirely owned by the company, the licensed properties being registered in the name of the company, and the management in the hands, not of tenants, but of salaried servants. This method is considered by high police authorities to be better and in every respect superior to the system of tenancy and occupation, for full and entire control and complete responsibility are vested in and exercised by the company.

A distinctive characteristic of these houses is their convenience, good accommodation, and handsome appearance. Old licensed premises have been pulled down and rebuilt in accordance with the latest modern ideas, to furnish the fullest accommodation and most refined hospitality to the public. These houses of the Mersey Brewery Company are acknowledged to be among the finest and best equipped in Liverpool.

A notable fact, also, is that these houses are all (with the exception of four or five) situate within a radius of seven miles of the Brewery. They employ in all a thousand hands, and for their maintenance, repair, decoration, etc., the company maintains an extensive Works and Building Department, with its own staff of masons, painters, plasterers, plumbers, joiners, etc.

Without, as well as within, the building of the Mersey Brewery Company, Ltd., is worthy of, and splendidly adapted to,

the great business of which it is the centre and power-house. A tablet, surmounted by a bust, in relief, of the founder, records that "This foundation-stone was laid by Robert Cain, Esq., November 10, 1902." In all, the erection of the building occupied between five and six years. From this spacious entrance-hall and the general offices one passes to the handsome suite of rooms, panelled in oak, where the directors and their principal officers carry on the management of the business. Above is the banking department, where, once a week, attend the managers of the firm's two hundred houses to pay in receipts. Here, also, are



Photo. Roberts
THE LATE MR. ROBERT CAIN.



Photo. Kirby
MR. W. E. CAIN, CHAIRMAN
OF THE BOARD.



THE EXTERIOR OF THE MERSEY BREWERY, AT LIVERPOOL.



IN THE STABLES.



A CORNER OF THE OFFICE.



THE COPPER - HOUSE.

kitchens for the provision of meals for the management and members of the large clerical staff.

To come to the premises where the liquor is actually brewed is to realise the extent and character of the business. Everything is of the finest, the whole complete as well as comprehensive, and in every respect equipped with the latest and most modern plant.

There are great stores filled with hops. It is a sight notable, its massive tiers of pockets of hops, and it is impressive also for its relation to the purity and quality of the beers, ales, and stouts produced by the firm. Throughout the trade the firm is noted for its purchase of only the finest malt and hops. To this excellence of materials is added the most perfect apparatus, set in spacious rooms of a size, lightness, and cleanliness to be surpassed nowhere. Instead of slopped floors and of over-running liquid, cleanliness and regularity dominate the Mersey Brewery Company. The copper-house has a panelled domed roof, and is walled with glazed brick, and the spotless run of copper-pipes and the great hop-backs (each with a capacity of 150 barrels), present a noble impression, and are significant of the business and its products. Not less, but more striking, are the



THE TUN - ROOM.

gigantic mash-tuns, the smallest with a capacity of 30 quarters. Here one notes that the workmen employed in digging out the spent brewers' grains from the tuns are provided by the firm with white flannel costumes for this work. It is only a little detail, but it is significant of the thoughtfulness, not merely for the comfort of the employees, but of the character of the business as a whole and the supreme care which is devoted in every phase to the management of the business. The refrigerating-rooms are three in number, and their capacity for cooling 200 barrels per hour down to fermenting temperature represents the size of the brewery.

Then from the great collecting-vessels runs the wort down to the tun-room, which many brewers have declared to be the finest of its kind in the kingdom. Here are thirty-one great vats on the upper floor and forty on the second floor, some of eighty barrels', others of 240 barrels' capacity. The largeness, lightness, and airiness of this great room, extending the whole length of the building, with spotless floor, seem to befit a palace rather than a factory.

Space is not left to speak of the yeast-room, with its great slate tanks; of the bottling department, where many thousand dozens a day can be turned out; of the cooperage department, with its work of making and repairing casks; of the racking-vats, each of which holds the wherewithal to fill 500 barrels; and the machines, which "rack" (or fill) 200 barrels, each of 36 gallons, per hour. Then come the amazing depths and resources of the firm's cellars of beer. It is a wonderful and convincing answer to the poet's

question—"Say, for what were hop-yards meant?" and this feature of the Mersey Brewery Company adds its eloquent tribute to the repute and quality of Cain's ales by showing how vast are the reserves it is necessary to hold to meet the demands of the community. Nor can sufficient mention be made of the magnificent stables, with a stud of splendid horses.

Then there is the special department where the firm stores its large holdings of wines and spirits. These are purchased direct from growers and distillers, and are bottled under the company's own label for the supply of its two hundred hostleries. It is this fact that the Mersey Brewery Company has no travellers or agents for the sale of its goods, that the firm has no customers in the ordinary sense of the word, but that its activities are fully occupied with meeting the needs of its own inns and hotels, which constitutes so striking a feature, not only of the firm's position to-day, but also in its career of ever-growing prosperity.

That this self-contained character of the firm's trade has not fostered anything of that spirit of self-content which is as inimical to a commercial undertaking as to the development of individual character, is shown by the alertness with which every new development is adopted by the Mersey Brewery Company. As an instance might be quoted the installation of a new type of malt-crushing machine, which is as yet rarely found in breweries. To cultivate as well as to meet the changing taste for lighter beverages, the Mersey Brewery Company has recently placed on the market a light dinner ale, which is bottled under the registered trade-mark of the Company.



THE FERMENTATION - ROOM.

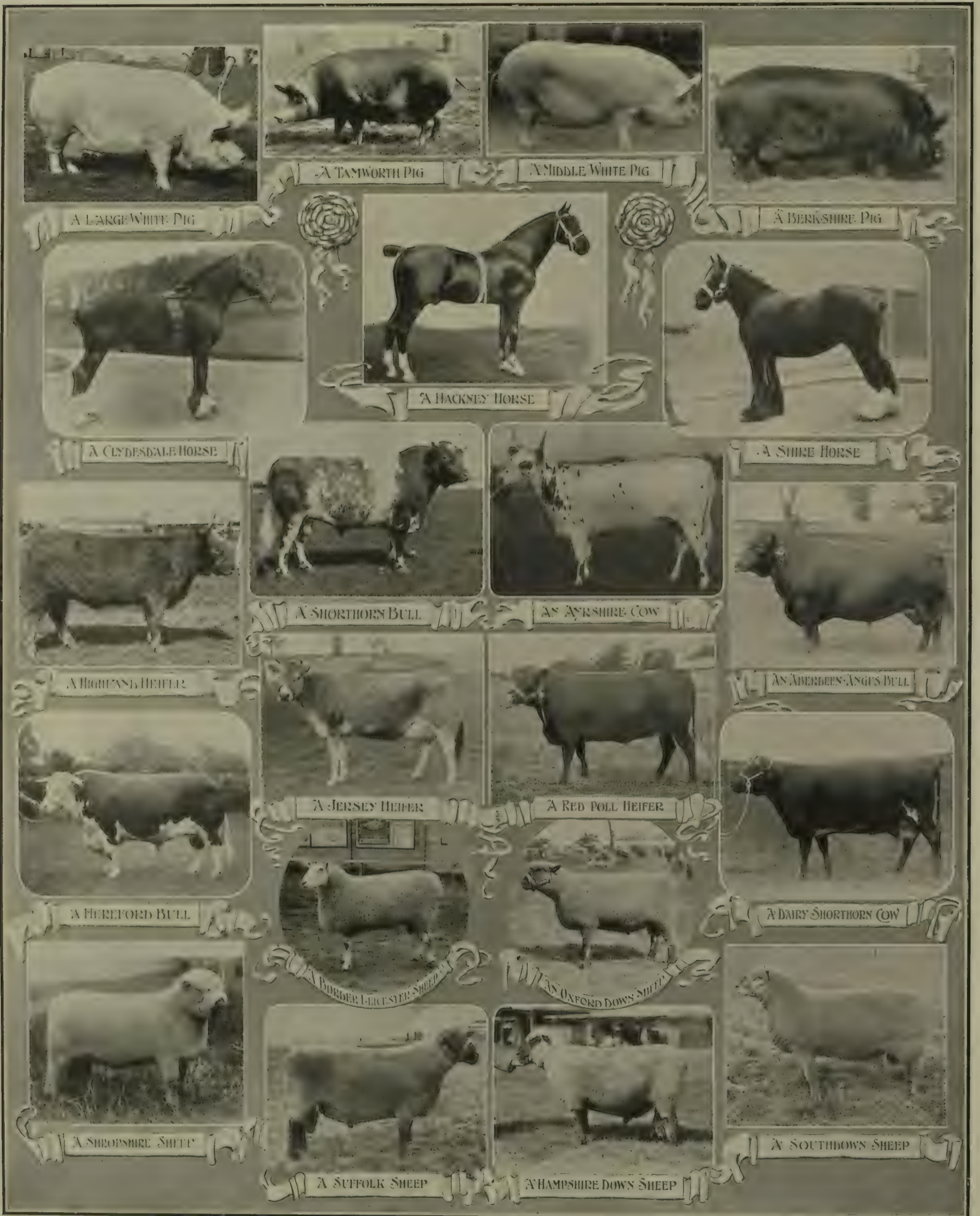
No description, however, would be adequate did it omit a reference to the laboratory, whence vigilant and skilled supervision is exercised over the brewery in every detail. Here samples of every parcel of malt and hops entering the brewery are tested and tried and found pure and excellent before being used, thus constituting the firm's definitive check on the vendor's guarantees. Here, again, samples of every mashing are tested and proved; and again of the finished beer; while, yet again, independent experts are called upon to test samples. One instance of the care everywhere exercised is the scrupulous washing and steaming-out every day of all the pipes connecting the many and different pieces of apparatus. Few people can believe that such elaborate mechanism, such scientific supervision at every stage of manufacture, and such scrupulous refinement and insistence on purity and excellence go to the making of that daily article of an Englishman's diet and refreshment—his glass of beer. But to see is to believe, and to any member of the public Messrs. Cain and Co. will gladly forward, on application, permits to visit and inspect the Mersey Brewery.



THE MASH - ROOM.

BEASTS THAT HAVE WON BRITAIN FAME IN AGRICULTURE.

PHOTOGRAPHS BY SPORT AND GENERAL.



BRITISH LIVE STOCK: TYPICAL EXAMPLES—APROPOS OF THE ROYAL AGRICULTURAL SHOW.

It may be said that photographs of examples of the types of British live stock here illustrated form a part of the Board of Agriculture's exhibit at the Brussels Exhibition. At the Royal Agricultural Show the entries of live stock are as follows: Horses, 684; cattle, 938; sheep, 772; pigs, 361.

ON WAVERTREE PLAYGROUND: THE "ROYAL" AT LIVERPOOL.

PHOTOGRAPHS BY BROWN, BARNES AND BELL, W. G. P., AND TOPICAL.



1. IN THE GROUNDS OF THE GREAT ROYAL SHOW: THE PRINCIPAL AVENUE, FROM THE ENTRANCE.

2. PART OF A REMARKABLE EXHIBIT: THE SHORTHORN RING.

3. JUDGING IN PROGRESS: THE INSPECTION OF SHORTHORN DAIRY COWS.

The seventy-first annual Show of the Royal Agricultural Society of England opened its doors on Tuesday of this week, and the great interest shown in it was at once evident. Judging commenced at nine in the morning. It is said that the ground has some fifty miles of streets, but the thought of this fact has not deterred the enthusiastic agriculturist, who is doing everything that in him lies to see everything that there is to be seen.

THE MUSHROOM TOWN ON "THE MYSTERY": THE GREAT ROYAL AGRICULTURAL SHOW ON THE WAVERTREE PLAYGROUND, LIVERPOOL.

BIRD'S-EYE VIEW SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY HAROLD OAKLEY.



THE THIRD OF THE ROYAL SHOWS TO BE HELD AT LIVERPOOL: A BIRD'S-EYE VIEW OF THE SHOW GROUND.

TOGETHER WITH PORTRAITS OF THE PRESIDENT OF THE ROYAL AGRICULTURAL SOCIETY AND OTHER PROMINENT MEMBERS OF IT.

- | | | | | | | | | | |
|--|---|---|---|--|---|--|--|--|--|
| <p>FOR THE THIRD TIME, THE ROYAL AGRICULTURAL SOCIETY IS HOLDING ITS ANNUAL MEETING AT BATH, IN CONNECTION WITH THE FIFTY-FOURTH ANNUAL MEETING OF THE ROYAL AGRICULTURAL SOCIETY AND OTHER PROMINENT MEMBERS OF IT.</p> | | | | | | | | | |
| <p>1. SIR JOHN H. THOROLD, BT. (TRUSTEE).
 2. EARL CAWDORE (TRUSTEE).
 3. EARL OF JERSEY (TRUSTEE).
 4. THE RT. HON. ALFRED E. BROWNE (VICE-PRESIDENT).</p> | <p>5. LORD MORETON (TRUSTEE).
 6. SIR WALTER GILBY, BT. (TRUSTEE).
 7. THE EARL OF YARBOROUGH (VICE-PRESIDENT).
 8. LORD MIDDLETON (TRUSTEE).</p> | <p>9. THE EARL OF NORTHBROOK (VICE-PRESIDENT).
 10. H.R.H. PRINCE CHRISTIAN (VICE-PRESIDENT).
 11. THE EARL OF COVENTRY (TRUSTEE).
 12. THE DUKE OF DEVONSHIRE (TRUSTEE).</p> | <p>13. SIR GILBERT GREENALL, BT. (PRESIDENT).
 14. THE DUKE OF RICHMOND AND GORDON (MEMBER OF THE COUNCIL).
 15. THE DUKE OF BEDFORD (TRUSTEE).</p> | <p>16. MR. ERNEST MATHEWS (MEMBER OF THE COUNCIL).
 17. MR. R. M. GRAEVES (MEMBER OF THE COUNCIL).
 18. MR. F. S. W. CORNWALLIS (TRUSTEE).</p> | <p>19. VISCOUNT RIDLEY (MEMBER OF THE COUNCIL).
 20. SIR RICHARD P. COOPER, BT. (MEMBER OF THE COUNCIL).
 21. MR. THOMAS MCROW (SECRETARY).</p> | <p>22. THE HON. JOHN E. CROSS (MEMBER OF THE COUNCIL).
 23. THE HON. CECIL T. PARKER (VICE-PRESIDENT).
 24. MR. WILLIAM HARRISON (MEMBER OF THE COUNCIL).
 25. MR. J. BOWEN-JONES (TRUSTEE).</p> | | | |

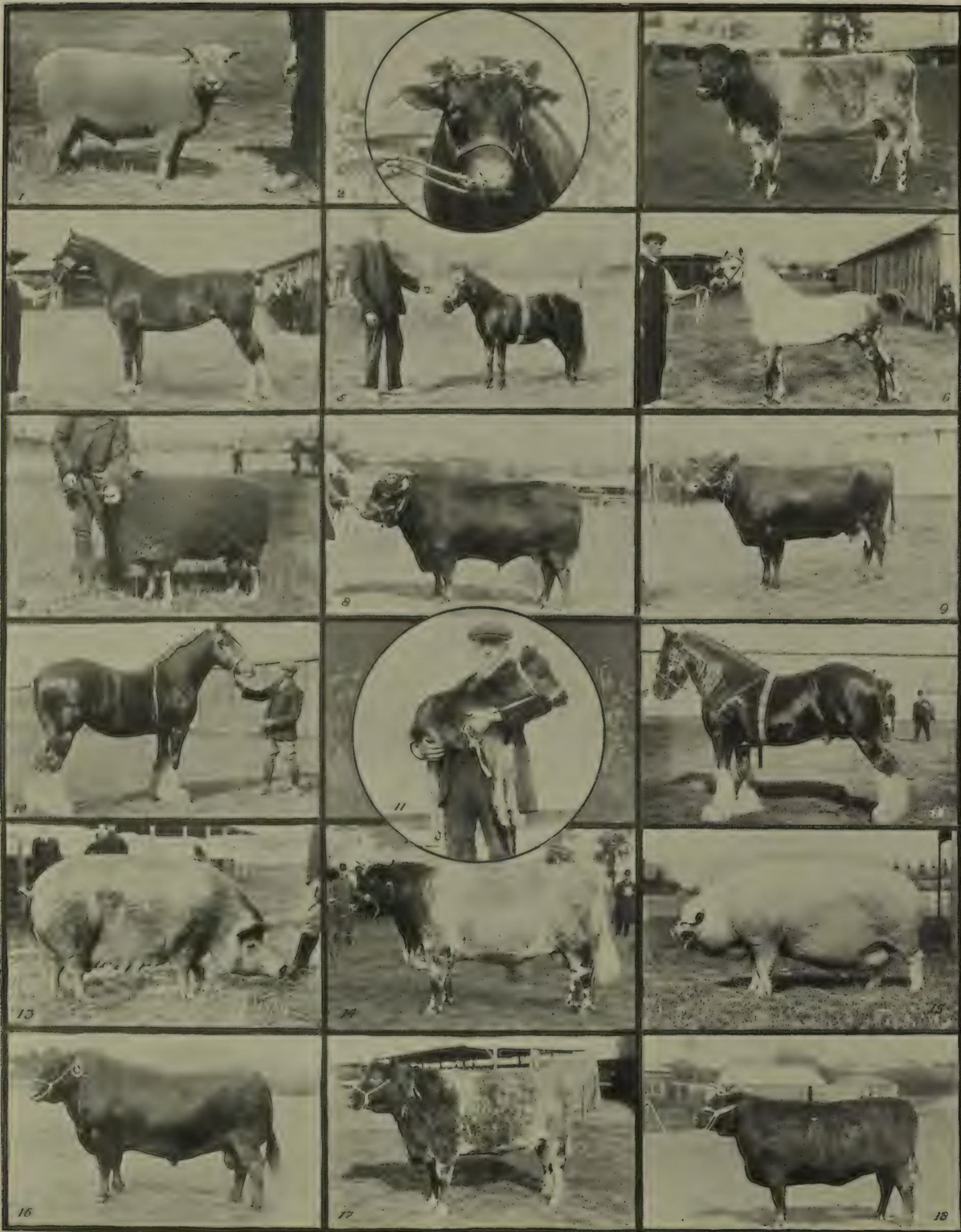
For the third time, the Royal Agricultural Society is holding its great Show at Liverpool. The Society's first visit to the city was in 1841, when the Show ground occupied seven acres of land at a place known as Falkner's Fields; the next was in 1877, and during this a 75-acre site in Newsham Park was requisitioned. The present Show, which covers about 108 acres, is on the Waverley Playground, which not so very long ago, when the houses that were

upon it were being demolished and here it was given anonymously to the city, was called "the Mystery." The total value of the prizes offered on the present occasion is £11,000. Twice before only has a larger sum been offered—at the International Show held at Kilburn in 1879, and at the Show held at Windsor under the presidency of Queen Victoria in 1899, the year of the Society's jubilee.

Photographs by Elliott and Fry, Lafayette, Russell, G. Lman, Lavis, Bridgeman and Rollins, De'Ath, Dunk, Winter, Kay, Chidley, Wrang, and Pillart.

THE ROYAL SHOW: NOTABLE PRIZE - WINNERS.

PHOTOGRAPHS BY SPORT AND GENERAL.



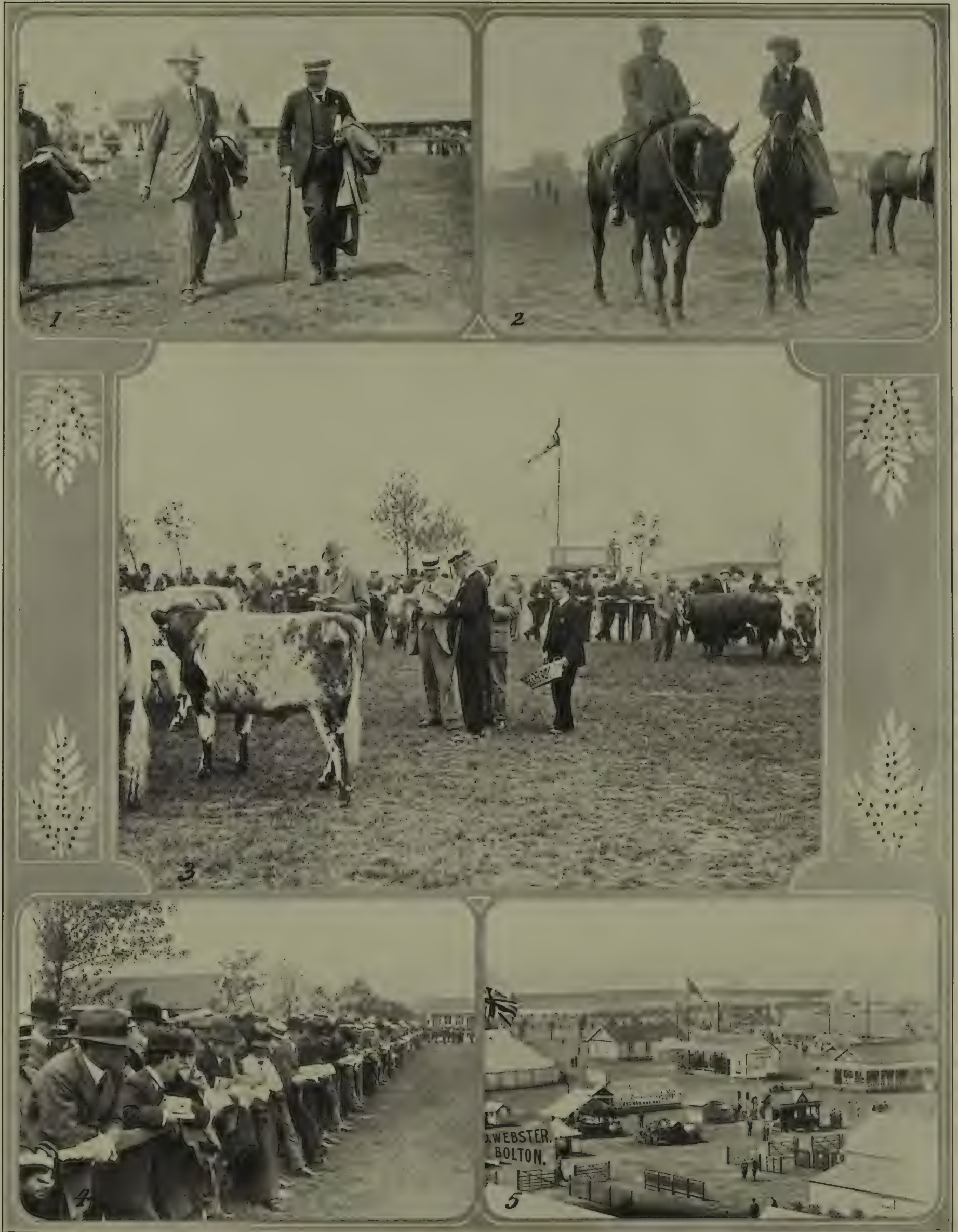
1. MR. F. H. JENNINGS' SOUTHDOWN SHEARLING RAM (FIRST AND CHAMPION).
2. SIR GILBERT A. H. WILLS' DEVON BULL, NORTHMOOR ROYAL (FIRST AND CHAMPION).
3. LORD SHERRBORNE'S SHORTHORN HEIFER, SHERRBORNE FAIRY (CHAMPION).
4. SIR WALTER GILBEY'S HACKNEY MARK, GALLANT GIRL (FIRST).
5. MR. WILLIAM MUNGALL'S SHETLAND PONY STALLION SILVERTON OF TRANSY (FIRST AND CHAMPION).
6. SIR WALTER GILBEY'S WELSH PONY STALLION, SHOOTING STAR (FIRST AND CHAMPION).

7. MR. TOM CASSWELL'S LINCOLN TWO-SHEAR RAM, POINTON VULCAN (FIRST AND CHAMPION).
8. SIR GILBERT A. H. WILLS' DEVON BULL, NORTHMOOR ROYAL (FIRST AND CHAMPION).
9. SIR WALTER CORBET'S RED POLL COW, WAXLIGHT SECOND (FIRST AND CHAMPION).
10. MR. J. G. WILLIAMS' SHIRE FILLY, BARDON FOREST PRINCESS (FIRST AND CHAMPION).
11. FOAL BY MR. WILLIAM MUNGALL'S SHETLAND PONY, DANISH QUEEN (FIRST).
12. MESSRS H. AND R. AINSCOUGH'S SHIRE STALLION, TATTON HERALD (FIRST AND CHAMPION).

13. MR. ROBERT IBBOTSON'S TAMWORTH SOW (FIRST AND CHAMPION).
14. MR. J. DEANE WILLIS' SHORTHORN BULL, ALNWICK FAVOURITE (FIRST).
15. MR. HENRY CAUDWELL'S LINCOLNSHIRE CURLY-COATED BOAR, HOLBEACH KING (FIRST AND CHAMPION).
16. MR. JOHN MCG. PETRIE'S ABERDEEN-ANGUS BULL, METAPHOR (FIRST AND CHAMPION).
17. MESSRS. S. E. DEAN AND SON'S SHORTHORN HEIFER, FLORRIK (FIRST).
18. MR. CHARLES MORRIS' DEVON HEIFER, CAPTON LILY (FIRST AND CHAMPION).

NOTABLE VISITORS AT THE ROYAL AGRICULTURAL SHOW:

PEOPLE SEEN ON THE SHOW-GROUND; AND THE SHOW-GROUND ITSELF.



1. LORD NORTHBROOK, A VICE-PRESIDENT OF THE ROYAL AGRICULTURAL SOCIETY, AND THE DUKE OF DEVONSHIRE, A TRUSTEE, ON THE SHOW-GROUND.

2. SIR GILBERT GREENALL, BT., PRESIDENT OF THE ROYAL AGRICULTURAL SOCIETY AND HONORARY DIRECTOR OF THE SHOW, WITH LADY GREENALL.

3. DUCAL INTEREST: THE DUKE OF DEVONSHIRE AMONG THE SHORTHORNS.

4. AMONG THE EXPERTS: AGRICULTURISTS AT THE ROYAL AGRICULTURAL SHOW.

5. A BIRD'S-EYE VIEW OF THE SHOW—THE BIG RING IN THE DISTANCE.

People of all ranks interested in agriculture have been among the visitors to the great Show. Prince Arthur of Connaught, representing the King, was there on Wednesday. On the opening day amongst the conspicuous figures were Sir Gilbert Greenall, the President of the Society and Honorary Director of the Show; Lady Greenall, the Duke of Devonshire, Lords Northbrook, Selton, and Middleton, the Lord Mayor of Liverpool, Sir John H. Thorold, and Sir Richard Cooper.

PHOTOGRAPHS BY SPORT AND GENERAL AND TOPICAL.

ACTING FOR THE KING AT LIVERPOOL: PRINCE ARTHUR OF CONNAUGHT.

THE finding of the Sovereign's substitute, or royal representative—a figure growing more and more essential to the proper conduct of the Ship of State—has been one of the King's first cares. Queen Victoria had, perforce, to depute her eldest son as her representative on innumerable occasions; and King Edward, finding the calls upon the Crown many times multiplied at his accession, often turned to his son, to his brother the Duke of Connaught, and to his nephew Prince Arthur of Connaught, for assistance in fulfilling the thousand-and-one obligations of his station. And now, when

not all the Georges could cope with the work that falls on the shoulders of the fifth of the line, the King, with no son, nor brother, nor nephew at his side, has had recourse, in the first place, to his uncle, and, in the second, to his cousin of Connaught. His choice has been restricted; had it been a hundred times freer he could not have found a man more capable or more popular than Prince Arthur. One may think vaguely of a battalion of cousins upon whom the King might have drawn, but, as a matter of fact, his Majesty, although he calls all the members of the House of Lords his trusty cousins, can look to few men who actually bear him that relationship who are not already tied to other realms. To Prince Arthur, then, King and country look. The late King's chosen envoy on many political missions, he is not unversed in the duties that lie before him in the new reign. The youngest of Privy Councillors, he is old in experience as a traveller, a diplomatist, a soldier. At the age of nineteen he already presented the appearance of a finished soldier from head to foot. I remember then thinking that no Hohenzollern of them all had a more military aspect, and that he bore no little resemblance to the present German Emperor as he was thirty years ago. That likeness has not increased, but Prince Arthur at every turn reminds me that he is the son of the most



REPRESENTATIVE OF THE KING AT THE ROYAL AGRICULTURAL SHOW:
PRINCE ARTHUR OF CONNAUGHT, K.G.

Prince Arthur was in Liverpool on Wednesday last. It was arranged that, on arriving at the Show ground, he should be received in the Royal Pavilion by Sir Gilbert Greenall, the President for this year, and should then drive round the place in the Earl of Derby's carriage.

soldierly member of the Royal Family, and recalls the fact that several generations of military forebears have gone to the making of a twentieth-century officer of the Royal Scots Greys. His grandfather—the Red Prince, Frederick Charles—was one of the ablest commanders of modern times; and he, in his turn, was nephew of the old Emperor William and third in descent from Queen Louise of Prussia, at once the loveliest and most heroic figure of the German War of Liberation. To this lady, perhaps, must now be paid compliments upon the loveliness of Princess Patricia, whose features are not easily traced among the latter-day generations of her family.

Born at Windsor Castle on Jan. 11, 1883, Prince Arthur had in his parents the persons most completely competent to prepare him for Court and camp. An only son; and to his two sisters an only brother, he lacked, naturally, none of the influences that have always counted for much in the up-bringing of his House; neither did he lack the company of men, the hard discipline of arms, or the bracing exactions of the more vigorous forms of sport. At nineteen he was a finished soldier; at twenty-seven he is at his King's right hand, a Privy Councillor, a Knight of Justice of the Order of St. John of Jerusalem in England, a Knight of the Black Eagle, decorated with the Orders of the Chrysanthemum of Japan, the Seraphim of Sweden, the Annunciata of Italy, the Grand Cross of the Legion of Honour, and the Grand Collar of the Spanish Order of Charles III. Within the last eighteen months alone he has trodden the decks of half-a-dozen vessels bound for as many ports; he has roamed among the ruins of Messina, stood among the beasts fallen before his gun in East Africa, established himself high in the Court of a new King, and justified the esteem in which he has been held, and confirmed the popularity accorded him, by the English people.

THE HOUSE BEAUTIFUL.

IT is over sixty years ago since there was established the firm of G. H. Morton and Son, Ltd., which by the excellence and artistic value of its work in the decoration of houses, and the making and upholstering of furniture, has won and ever since maintained a high reputation not only in Liverpool (where the offices and show-rooms are at 77-79, Bold Street, and 1, Exchange Street West), but all over the United Kingdom and in many countries abroad. The great reputation enjoyed by the firm, and its phenomenal success from a business point of view, are based on the distinction imparted to every piece of work as the result of the individual thought and attention bestowed on it by the firm's experts. For the policy of G. H. Morton and Son is not merely to repeat in one house or room the same



"PLEASING THE EYE": THE ENTRANCE-HALL TO THE ORNATE SHOW-ROOMS OF MESSRS. MORTON AND SON'S, IN BOLD STREET.

decorative scheme which has proved successful in another mansion or apartment, but to devise and carry out a scheme of decoration best suited to the individual character of each house or room. In its manufacture of furniture it is likewise the aim of the firm not to follow fashions blindly, but to give to each suite or article of furniture an individuality and character suited to its particular uses or requirements. This result is brought about by the fact that all the firm's work is done in its own cabinet-making factory and workshops in Oldham Place, Renshaw Street, Liverpool, by highly trained craftsmen, under the personal supervision of the firm; while the individual interest of the employees in the production of the finest work is assured by the fact that not only the heads of departments, but also the leading workmen are shareholders.

"LE BON MARCHÉ."

THERE are some French phrases which it is absurd to translate into English, and apart from its strict significance, "Bon Marché" has long meant not only to residents in Liverpool, but to the population of all the surrounding countryside, [the famous establishment in Basnett Street and Church Street, Liverpool, where practically every necessity and all luxuries of modern social life may be obtained. In every sense of the phrase, the Bon Marché is as familiar as it is appreciated in Liverpool and district, for the wide range of this great establishment's activities is equalled only by the faithfulness with which is carried out the dominant policy of selling every article at the lowest prices consistent with the highest quality.]

It would be easier to say what the Bon Marché does *not* stock and supply than to catalogue the resources of its numerous departments. The simple fact that the establishment comprises forty distinct and different departments is indicative of so much that it needs no further emphasis. For men as well as for women, the Bon Marché anticipates and meets every need, from the magnificent selection of the choicest creations in dress and silk robes, fine lingerie and furs, to tobaccos and wines, books and furniture, and masculine tailoring for both adults and juveniles.

Even this rapid survey smacks almost of a trade-list, and yet there ought to be mentioned the Bon Marché's departments devoted to household linens, to china and glass, to hardware, to corsets,

to silks, books, and to every novelty whether useful or ornamental. Any one of the Bon Marché departments would constitute by itself a specialist establishment, but it is the union of each and all of these many departments under one roof which makes the Bon Marché what it is to Liverpool and to the vast outlying population of which Liverpool is the centre. Nor is the trade of the Bon Marché confined merely to the contiguous districts, for the firm's catalogues are posted to any address and all goods are delivered free to any railway-station in the United Kingdom. In particular, the annual summer sale of the Bon Marché, beginning on June 28, affords unexampled opportunities for the securing of bargains which are as remarkable in range as in price.



WHERE ALL LUXURIES AND MOST NECESSITIES OF MODERN SOCIAL LIFE MAY BE OBTAINED: "LE BON MARCHÉ."

"THE COUNTRY CALLED CANADA"

Dominion: the name "Canada" having been an Indian title originally applied to the region in the St. Lawrence Valley where the first French settlers made their home. On either side of the St. Lawrence stretch the innumerable farms of the French Canadians. Passing through Montreal, the commercial metropolis of Canada, the traveller finds himself in Ontario, which has the largest population of all the provinces, and is the most developed both in agriculture and manufactures. Along the northern shores of the great lakes the landscape consists of endless farms and orchards, interspersed with thriving villages and manufacturing towns.

NEAR LORD ABERDEEN'S FAMOUS COLDSTREAM RANCH: SUMMERLAND, IN THE OKANAGAN DISTRICT OF BRITISH COLUMBIA.

LIVERPOOL is one of the links between the Old World and the New, in the great chain of countries that compose the British Empire. From its wharves ply the ships which carry across the Atlantic those who are going to seek their fortunes in a new land, away from our circumscribed and crowded islands to those vast territories of the western continent, where they will find space and opportunities and an adequate return for their labour in a wider, freer world.

It is, however, well for those who may be contemplating emigration to bear in mind a very explicit statement made by the Canadian Immigration Department in their descriptive booklet—"The Country Called Canada"—as to the class of emigrants who are likely to succeed there. "Farmers, farm-labourers, and female domestic servants," it is expressly stated, "are the only people whom the Canadian Emigration Department advises to go to Canada. All others should get a definite assurance of employment in Canada before leaving home, and have money enough to support them in case of disappointment."

That there is plenty of room and scope for energy, however, may be gathered from such a passage as the following: "The Albertans," we read, "are not indulging in a doubtful speculation when they take for



BETWEEN THE CASCADE MOUNTAINS AND THE ROCKIES: SUMMERLAND, IN THE OKANAGAN DISTRICT.

Beyond Ontario lie the younger provinces—Manitoba, Saskatchewan, Alberta, and (across the Rocky

WHERE "THE EARTH BRINGS FORTH HER INCREASE": A GALICIAN HOMESTEAD AT CANORA, SASKATCHEWAN.

undulating park, rich in woods and streams and lakes. Between Alberta and British Columbia rise the grand peaks of the Rocky Mountains, and from the western slopes the land stretches to the Cascade Mountains and coast of the Pacific. British Columbia is rich in mines and forests, and its fisheries are more productive even than those of Nova Scotia. But, like all the Canadian provinces, it has immense tracts of farm and pasture land. The climate, owing to the warmth imparted by the Japanese current, which acts on the atmosphere like the Gulf Stream, is more balmy, and the wild vegetation is tropical in its luxuriance. In some of the valleys, however, owing to scanty rainfall, it has been found necessary to irrigate.

"A striking object-lesson in the effects of irrigation," says the booklet above referred to, "is to be seen in the Okanagan Valley, where Lord Aberdeen, years ago, established his famous Coldstream ranch. This district is most celebrated for its fruit, especially apples, which grow to perfection in shape, colour, and flavour, and find an unlimited market in the mining centres not far away and in the prairie provinces beyond the mountains. On the lower levels of this valley, peach-growing has become an equally well-established and profitable industry. Other valleys are being developed in the same way, and



THE OLD-FASHIONED METHOD OF TRACTION—A 4-H.P. AGRICULTURAL MACHINE: A HORSE-DRAWN BINDER AT WORK AT CANORA, SASKATCHEWAN.



THE NEW METHOD OF TRACTION: A 32-H.P. STEAM-PLOUGH, WITH 12 WALLA PLOUGHS, FITTED WITH WALLA WALLA DISCS, AT PINCHER CREEK, ALBERTA.

granted that their province will have a population of many millions. There is room for a vast increase of the agricultural community, to begin with; and the miscellaneous town population which gathers whenever the surroundings become well settled with farmers is growing rapidly."

We are accustomed to think of Canada as a country, but it is rather an aggregation of countries, it is half a continent, containing within its boundaries every variety of climate and of scenery. Let us take a brief survey, say, from Liverpool to Vancouver, traversing Canada from the east coast to the west. The big liners from Liverpool cross to Nova Scotia in five or six days. Nova Scotia fronts the Atlantic with a rocky coast, from whose harbours the fishermen go forth to reap the harvest of the sea; but its southwestern valleys are like a vast orchard, and there are great tracts of farming country, while in the island of Cape Breton thousands of coal-miners are at work. Prince Edward Island, the smallest province, has been called "the Garden of Canada," for it is cultivated from end to end. Travelling westward, in New Brunswick also there is a great variety of scenery and industry, from the seaports and fishing villages of the coast to the great forests of the interior and the pleasant valleys of agricultural land.

Next to New Brunswick comes Quebec, the original Canada, which has given its name to the whole

Mountains) British Columbia. The railway passes first through an immense and almost level grass plain,

altogether fruit-growing and orchard-keeping is becoming one of the most important industries of the province."

With reference to the illustration of a Galician homestead, we may quote again from the booklet: "The people [of Saskatchewan] . . . are drawn from many countries and many races. Galicians are numerous. . . . The Galician toils away until he has got a beautiful farm, cultivated by up-to-date machinery, and his young folk do not take long to merge into the English-speaking population." In Alberta, too, "the Galicians are to be found in many thousands in the northern parts of the settled district." But, of course, as in the other provinces, except Quebec, where the French predominate, the majority of the inhabitants are British.

Success in farming, of course, in Canada as elsewhere, varies with the character and the ability of the farmer, but one feature of the life is worth noting, in conclusion. "The transformation of agriculture by the spread of knowledge," we read, "as well as by the invention of labour-saving machinery, is very striking. Drudgery has been lessened and profits have been increased; agriculture is seen to provide scope for the highest intellects; and the pleasures of country life are no longer over-shadowed by the monotonous toil, producing little material result, which in the past has driven thousands of farmers' sons to seek refuge in city life."



IN A FAMOUS FRUIT-GROWING REGION OF BRITISH COLUMBIA: A 400-ACRE ORCHARD AT KELOWNA, IN THE OKANAGAN VALLEY.

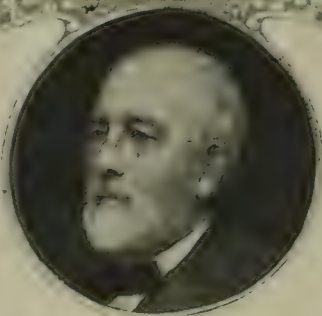
dotted with the homesteads of settlers; but, if the traveller were to cross these provinces on a line two hundred miles further north, he would find the country no longer a monotonous prairie, but like a lovely,

of country life are no longer over-shadowed by the monotonous toil, producing little material result, which in the past has driven thousands of farmers' sons to seek refuge in city life."

THE STORY OF SUGAR: THE PERFECTING OF A GREAT FOOD PRODUCT.



SIR WILLIAM HENRY TATE, Bt.,
CHAIRMAN OF MESSRS. HENRY
TATE AND SONS, LTD.



THE LATE SIR HENRY TATE, Bt.,
FOUNDER OF THE GREAT BUSINESS.



MR. EDWIN TATE, VICE-
CHAIRMAN OF MESSRS.
HENRY TATE AND SONS, LTD.

ONE of the minor problems of social history is how people managed without sugar when it was yet unknown to Europe. Despite its flavour and cloying character, honey remained the sole source of sweetness known to Western civilisation until the sugar-cane was brought to Europe from India, and the Arabs taught the world how to refine it.

Venice, as the great maritime entrepôt of the mediæval world, was the centre of the trade in sugar, and one of the earliest mentions of its introduction into England is of its shipment to London in exchange for wool. It was a costly luxury and a medical addendum. With the discovery of America, Spain became the great distributor of sugar, and its importance as an article of trade was so great that, at the end of the fifteenth century, a Venetian citizen was awarded 100,000 crowns for his invention of loaf-sugar.

With the use of tea and coffee as beverages, sugar became the leading article of food which it now is, and the last fifty years in particular have brought about not only a great increase in its consumption, but improvements in its preparation and refining which make sugar to-day a food-product of the highest value and of a purity and quality which it had never before attained.

In this development a pre-eminent part has been played by English firms, and in particular by the famous house of Henry Tate and Sons, of Liverpool and London. Their factories exemplify every process in the refinement and preparation of the sugar, from its raw, crude form, as extracted from the cane or beet, to its emergence as fine white crystals or cubes.

are manufactured at Love Lane, Liverpool, where the premises have been rebuilt and modernised in recent years, and form as large and well-equipped a factory as any of the kind in Europe. In all, the firm employs nearly two thousand hands.

From the small beginning thus outlined the firm has increased to its present pre-eminent position. Its founder,

Sir Henry Tate, retired in 1896, and by his munificent generosity to Liverpool University, to public free libraries, and by his crowning gift to the nation of the Tate Picture Gallery, London, showed his public spirit, as in business he had displayed acumen and industry. He was succeeded in the chairmanship of the company by his eldest son, the present Baronet, Sir William Henry Tate, who in maintaining the business in a high state of efficiency is assisted by his brother, Mr. Edwin Tate, J.P., as vice-chairman, by his two sons, a nephew, and many old members of the original firm.



Photo. Lee.

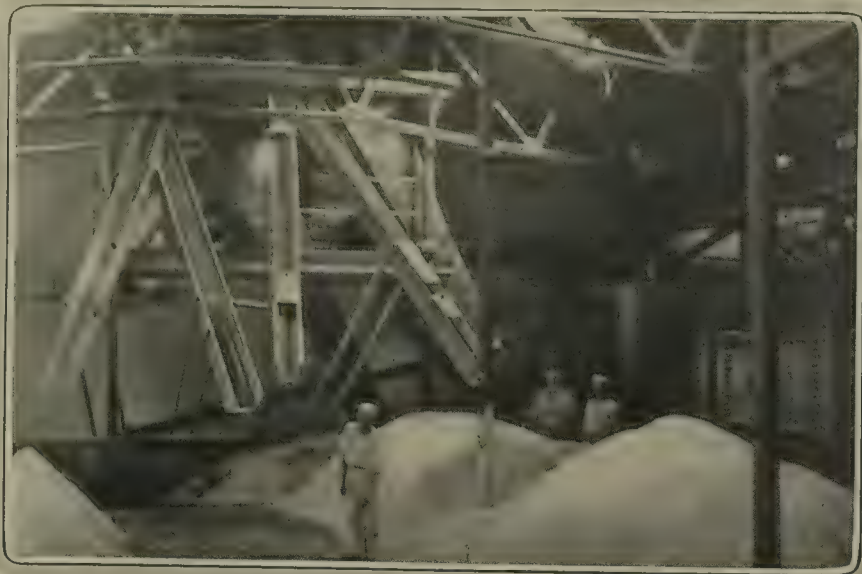
SUGAR AND THE SCIENTIST: IN THE CHEMICAL LABORATORY.

by a scissor-like instrument into lumps. To work the new patent the firm, increasing from strength to strength, established works at Silvertown, on the

Raw Sugar. As it leaves the plantation, raw sugar, whether from the cane or beet, is an unappetising-looking substance, resembling a rather grey-looking gravel or stony-clay powder. Some resemblance may be traced to the dark-brown but clear appearance of Demerara sugar, but none to the fine powdered sugar or glittering snowy lumps which grace the tea-table. The transformation of the raw, crude substance into the purified, finished product is the miracle to be seen at Tate's factory. Here in the yard, ranged alongside the building, are great lorries laden with sacks of sugar as they have been brought by



THE TOP OF A CHARCOAL-KILN, THROUGH WHICH THE LIQUID SUGAR IS PASSED THAT IT MAY BE MADE WHITE.



GRANULATED SUGAR BEING PREPARED FOR PACKING INTO BAGS FOR THE MARKETS OF THE WORLD.

The Venture of a Great Firm.

The business of Henry Tate and Sons was established in 1859 at Liverpool by Mr. Henry Tate, who commenced refining sugar by the then existing methods in premises of modest size in Earle Street. Within eleven years the business had so grown that in 1870 the firm built and removed to a larger factory in Love Lane, Liverpool. In erecting this factory it was originally intended to continue to follow the old-fashioned method of refining, but before the completion of the premises the firm was approached with an offer of the sale of the Bobivin-Loiseau patents for refining sugar by a new method. After serious deliberation—for the question practically involved the abandonment of the sound and increasing business built up by the old processes—Henry Tate and Sons purchased the patent, and at a heavy cost constructed and installed the new machinery.

Great as was the responsibility involved by this innovation, the success of the new departure was established from the first. Hitherto white soft sugar had been general. But in the new factory, by their new process, Henry Tate and Sons produced fine large, dry, crystal sugar, which immediately commanded a big and ready sale.

Within a few years the firm also acquired a patent for making cube or lump

Thames, and it is the firm that all the crystal and

TATE

in this London factory of cubes are made, while granulated sugars

ship from the West Indies or Java, and many other parts of the world. Down to the time of the Brussels Convention, five years ago, very little cane sugar was used, owing to the bounty-nourished competition of beet; but since then the production of cane sugar has largely increased.

The comprehensive organisation of Henry Tate and Sons' great business is seen in the very entrance of the sugar into the factory. Great lorries bring the raw sugar into the yard in sacks. Each, unloaded from the dray, is opened and poured into the endless chain of buckets which carry it to the topmost storey of the big building, whence it passes downward from floor to floor through the various processes.

Sugar and the Scientist.

Preliminary to the commencement of the actual refining, samples of each consignment of sugar are taken to the laboratory. For the work of Henry Tate and Sons is not mechanical and by rule of thumb, but scientific and by proved fact. Each sample of sugar, duly washed, filtered, and passed through charcoal, is here subjected to exact analysis, and its quality, sweetening strength, and composition minutely discovered. An electric furnace reveals the exact



PRINTING BAGS FOR THE SUGAR.



DISPATCHING REFINED SUGAR BY LIGHTER, SILVERTOWN.

170 degrees Fahr., in order to evaporate the water out of the liquid sugar. By varying the time and duration of boiling, sugars of different character are produced. This graduation of boiling graduates the size of the crystals into which the liquid sugar resolves itself, and by exact care sugar of any desired character is produced. To judge of the necessary time calls for great



THE LOVE LANE REFINERY AT LIVERPOOL.

percentage of mineral ash in each sugar down to less than .01 per cent. in refined sugar. The polariscope declares the sweetness and the composition of each sample, according to its degree of moisture, its mineral ash, its proportion of glucose (*i.e.*, uncrystallisable sugar), and other organic matter. By these tests each sugar is defined, and different consignments blended to obtain and maintain a uniform standard of quality and sweetness in each of the many brands and descriptions of sugar prepared by Henry Tate and Sons. Purity, whiteness, and sparkle are the three distinguishing characteristics of good sugar.

To return to the actual treatment of the sugar in bulk, of which the laboratory processes are the same in miniature. Coming up to the top floor of the factory, the sugars are mixed according to the prescriptions of the chemist as the result of his laboratory analysis. The soft, sandy-looking masses of raw sugar are first washed and filtered, to rid them of such mechanical impurities as fragments of the cane, beet-sand, etc.

Then comes the melting down of the sugar into a syrup. Here it may be mentioned that Messrs. Tate's consumption of water amounts to more than 2,000,000 gallons, while 1000 tons of coal are used per week. This melting of the sugar takes place in "blow-ups," or gigantic pans heated by steam coils.

The resultant dark, turbid liquid (which looks like beer) is then filtered to take out impurities, fibres, organic matter, etc. The liquid sugar emerges clear and bright, but dark brown in colour.

How Black Makes White. Then follows the passage of the sugar through charcoal. Great iron cylindrical cisterns are packed with bone-black or charcoal (technically known as "char").

Into this powder-mass the brown liquid sugar is poured. Slowly it trickles through the "char," which extracts from it the dark colouring matter, and holds the glucose in suspension, so that there runs out of the bottom of the cylinder a clear, pure liquid as colourless as water. This is sugar of the first and finest quality.

The re-conversion of this liquid into crystals marks the evolution of sugar as the world knows and eats it. This is accomplished by boiling in vacuum pans at

care and skill, and every now and then the workman tests the sugar by drawing off a small ladle of the liquid and rapidly cooling it in cold water. The longer the sugar is boiled the bigger is the crystal formed. Between three and five hours yield the



PACKING SMALL BAGS OF GRANULATED SUGAR.

Never Touched by Hand. To return to the filtration of the liquid sugar through the charcoal is to discover how various grades in sugar come about. Sugar in the raw is all of the same quality, and its quality as a finished product depends on the amount of treacle, etc., extracted from it. For a time the "char" absorbs and retains all these unrequired constituents which colour the sugar and uncrystallisable elements. So the sugar emerges as a clear and white water-like liquid. This makes sugar of the first and finest quality. It is pure sugar and nothing but sugar. But after a time the sugar as it comes through the "char" is not white as was the first, or dark brown as when it went in at the top. It is of the slightest primrose colour. Then it becomes rather darker and more golden, and then a light-brown colour. Beyond that point sugar cannot be refined, for what remains of the original raw sugar is treacle or molasses—uncrystallisable sugar.

These four colours of this liquid sugar represent the four qualities of sugar which, boiled down and crystallised, are sold by Messrs. Henry Tate and Sons. Each grade is refined by the firm from the same raw sugar, and its ultimate colour and quality are the result only of the presence of the treacle or molasses which can no further be extracted.

Throughout every process, and in passing through the different machines (which are driven by electricity), Tate's sugar is never touched by hand.

Little space is left to describe the clear white sugar which pours down the shutes and forms snow mountains of sweetness, which are carried off to be weighed and packed by machinery into bags bearing the familiar TATE brand: or to describe how, at the Silvertown Factory, for the famous Tate cubes the finest quality liquid sugar is cooled into solid blocks, which are cut by machinery into slices, and these again

into sections and the familiar cubes which one's hostess holds poised between silver tongs in mid-air while she asks, "One lump or two?" To that question the answer is according to taste, but what every good housewife insists on is that the sugar is TATE'S.



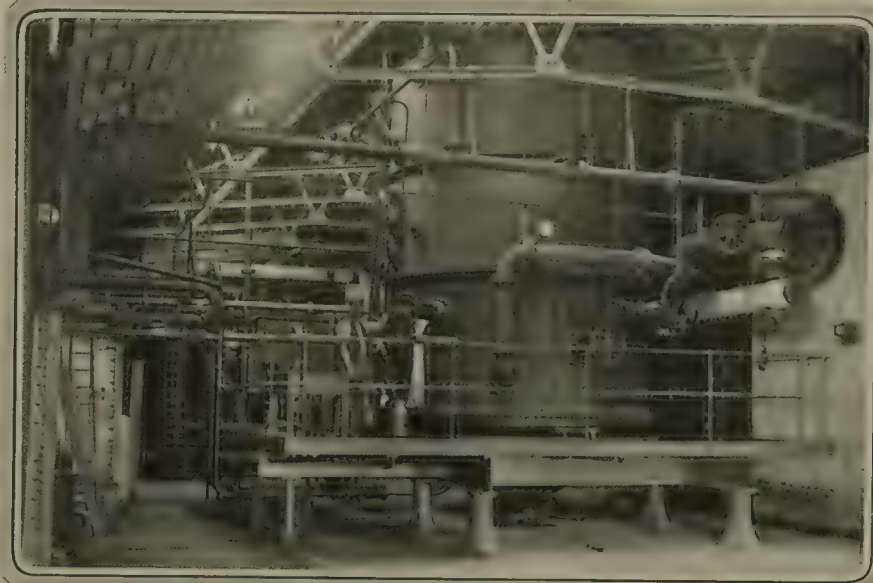
THE RIVER FRONTAGE, SILVERTOWN REFINERY ON THE THAMES.

finest and most minutely powdered sugar, while six or seven hours' boiling causes the sugar to resolve itself into the largest crystals—known as coffee crystals.

Drawn off from the pan and cooled, the liquid sugar crystallises itself. Placed in the centrifugal machine it



A GROUP OF CENTRIFUGAL MACHINES.



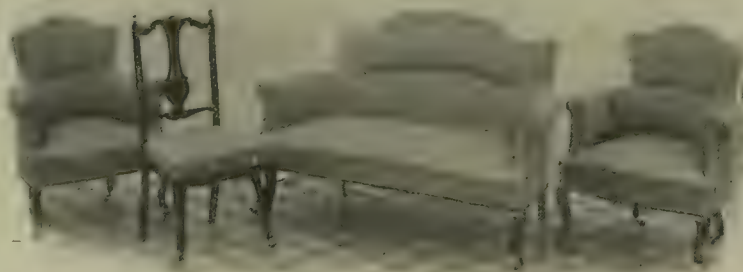
A VACUUM PAN.

MAKERS OF HOMES.

TO its pre-eminence as a shipping centre, Liverpool adds certain industrial and business enterprises, which, in one trade, for instance, play an intimate and notable part in the home-life of the people. For in Liverpool are the headquarters and factories of the Globe Furnishing Company, which, under the personal management for more than a quarter of a century of its sole proprietor, Alderman J. R. Grant, J.P. (one of the leading figures in the civic life of Liverpool), has built up a large and extending trade for the supply of furniture throughout the North of England. In addition to this local or Liverpool trade, the Globe Furnishing Company has a large branch establishment at Belfast, while the high reputation of the firm brings many and repeated orders from the South and West of England, the Highlands and islands of Scotland, from all over Ireland, and a large foreign trade with Australia and South Africa, India and China, Japan and Russia, Italy and the Near East.

All furniture sold by the Globe Furnishing Company is made in the firm's own workshops in Liverpool, or in other factories under the firm's supervision. Two results follow this one fact. In the first place, there is the soundness and quality of the Globe Company's furniture, made from the best materials by expert workmen in the employment of the firm. Each article of furniture sold by the Globe Company thus carries the *imprimatur* and guarantee of the firm. What that fact means in its entirety would be realised by the public if it knew how few furniture-houses make the furniture they sell.

Where a firm merely sells furniture, that furniture has to return three large profits—firstly, to the manufacturer; secondly, to the wholesale merchant; and thirdly, to the retailer. By manufacturing the furniture it sells, the Globe Furnishing Company eliminates two profits, and the purchaser benefits not only in the lower



FOR THE FURNITURE-SEEKER: AN ARTISTIC AND USEFUL SUITE.

This is one of the many beautiful suites included in the stock. Essentially sound and useful it leaves nothing to be desired from the artistic standpoint. At the price of fifteen guineas this "Chesham" Drawing-Room Suite is typical of the splendid value given by the firm.



A TASTEFUL DISPLAY: A ROOM IN A SHOP-WINDOW.

price he pays, but also by the higher value and quality which he receives in his purchases. The steadfast pursuit of this sound business policy has brought to the Globe Furnishing Company an extensive and ever extending trade. By its elimination of the middleman's heavy profits, it is able to offer to the public exceptional advantages for the purchase of furniture by instalments, extending over either one, two, or three years. An impressive tribute to the business of the Globe Furnishing Company is the growth of its trade among customers who select their goods from the firm's catalogue and send their orders by post. This method of purchasing is rendered easy and entirely satisfactory because the illustrations are from actual photographs, and all the furniture is fully described and accurate dimensions given, so that the customers know exactly what they are buying. All such orders are delivered carriage paid to any railway station in the British Isles, and are executed under the condition that, failing full satisfaction, the goods are to be returned by the customer.

This handsome and useful catalogue contains hundreds of designs—also hints, suggestions, and estimates—of great value to those contemplating furnishing. All the furniture is priced, and particulars are given of their deferred-payment system. It will be sent post free to any address in the world on application to the Globe Furnishing Company, Pembroke Place, Liverpool, or 38-40, High Street, Belfast.

On the occasion of the visit of the present writer to the head offices of the firm, he was shown letters from customers in many parts of the British Isles, Cape Colony and Australia, India and China, acknowledging the safe arrival of furniture, and expressing the customers' warm satisfaction with the way their orders by post had been executed.

THE JUICE OF THE LIME.

"AND now, on the leeward bow," wrote Charles Kingsley in his charming travel-book "At Last: a Christmas in the West Indies," "another grey mountain island rose. This was Montserrat, which I should have gladly visited, as I had been invited to do; for little Montserrat is just now the scene of a very hopeful and important experiment. The Messrs. Sturge have established there a large plantation of limes and a manufactory of lime-juice, which promises to be able to supply, in good time, vast quantities of that most useful of all sea medicines, and I for one heartily bid God speed to the enterprise."

That commendation on the little isle of Montserrat, in the Lesser Antilles, may be said to have been earned, not only by the fact that it is the healthiest isle in the West Indies, but also by the fineness, and purity of the juice which its lime-trees yield—qualities which have made Montserrat synonymous throughout the world with the healthful and refreshing qualities of this beverage.

It is unnecessary to recall now the almost miraculous effect which followed the institution of lime-juice as a standard article in the dietary of all deep-sea ships, and how that Government regulation has contributed to the practical extinction of scurvy, a disease that was once as prevalent as it is now rare among our sea-going population. But of direct individual importance is the healthfulness of the juice of the lime,

particularly as a hot-weather beverage. Not only is "Montserrat" clean, agreeable, and refreshing to the palate (whether diluted with plain or aerated water), but it is also of notable distinction as a febrifuge, and useful in inflammatory diseases. Hence the increasing popularity of a "Montserrat and soda"

and Webb, Ltd., of Liverpool, are the sole consignees. As much as 100,000 gallons of this pure juice of the lime has been received in one year, despite the disastrous effects of the terrific rainstorm (twenty inches of rain in twelve hours) of 1896; and the tornado of 1899, when the plantations were stripped, uprooted,

and laid bare. But at once the Montserrat Company replanted four hundred acres of lime-trees, and the supply of pure lime-juice has been thus maintained without interruption. Clarification by subsidence in the cask precedes the placing on the market of "Montserrat" Lime Juice, which is the pure, unsweetened juice of the lime. It has also another form in the "Montserrat" Lime Juice Cordial, which is the pure juice of the lime sweetened by the addition of pure sugar, for palates to which the dry character of the natural juice is not agreeable.

In conclusion may be quoted the *Lancet*, which declares "lime-juice is, particularly during the summer, a far more wholesome drink than any form of alcohol," and that, "say, an ounce or two of the pure juice in a tumbler of really cold water, sweetened to taste, is about the pleasantest beverage that can be taken when the thermometer is over 65 deg. or 70 deg. F."

But see that it is "Montserrat," to which were awarded the only gold medals, allotted to lime-juice at the Exhibitions at St. Louis (U.S.A.) and at Cape Town,

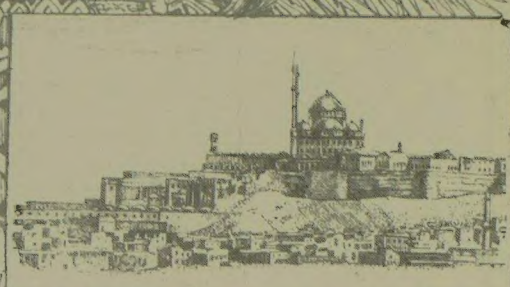


MONTSERRAT LIME-ORCHARDS AND LIME-PICKERS.

among athletes, on the cricket-field and tennis-court, the golf-links, and in the flasks of mountaineers to qualify the water of wayside streams.

Over 650 acres of land in the small island of Montserrat are covered by some 200,000 lime-trees, the golden fruit of which is gathered by the natives, and, under pressure, yields the delicately fragrant and refreshing juice of which Messrs. Evans Sons Lescher

A RECORD OF PROGRESS: "MARSHALL" AND "GAINSBOROUGH"



TO all who know aught of British industry the names "Marshall" and "Gainsborough" are inseparable terms. Indeed, it is impossible to think of the Lincolnshire town without the huge engineering works to which it owes a great part of its prosperity. This fact is rendered clearer when it is remembered that Gainsborough's population is 20,000, and that the number of men employed at the factory of Messrs. Marshall, Sons, and Co., Ltd., is 4800.

The record of the Marshall firm is one of sure and splendid progress. Established in the year 1849, it has evolved from the smallest of beginnings to its present

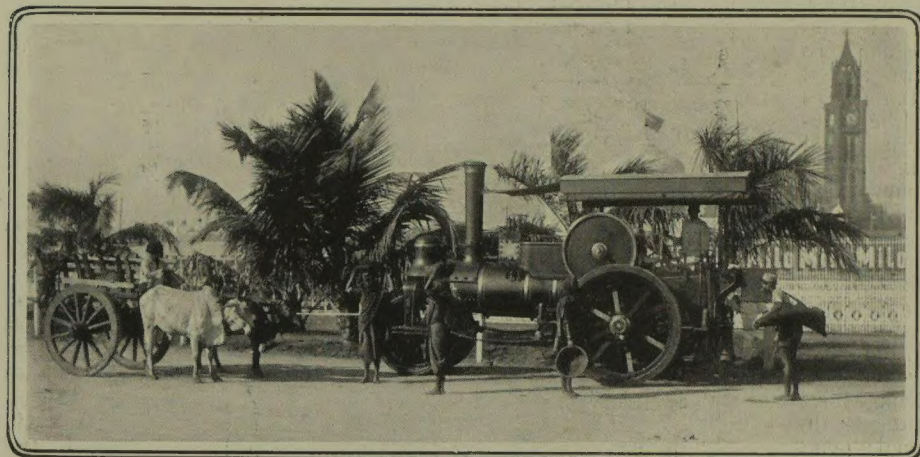
A CARAVAN TRANSPORTING A MARSHALL STEAM-BOILER
ACROSS THE SUDAN.

accompany the cutting of a sheet of iron is far more glorious than any set pyrotechnical display. And then there are the great Nasmyth hammers, now falling gently, now with ponderous might. Yet all these interesting operations are only the preliminaries to the production of the varied types of machinery which have made Messrs. Marshall's name famous all over the world.

Their manufactures fall into two categories, one of which may be called industrial and the other

One whole shop is devoted to the manufacture of appliances for treating tea, and this department is perennially busy, for Messrs. Marshall have an extensive connection with all the tea-producing countries of the world—China, India, Ceylon, Java, Natal, and the Azores.

The most interesting of these machines is one for rolling the green leaf of the tea plant. This was formerly done laboriously by natives, who employed their hands and feet for the purpose; but the Marshall machine (Jackson's patent) performs the work much more expeditiously and capably. It has a rotary



ONE OF THE SIX MARSHALL ROAD-ROLLERS OWNED BY THE BOMBAY CITY AUTHORITIES.



THRASHING ON THE PLAINS IN THE ARGENTINE.

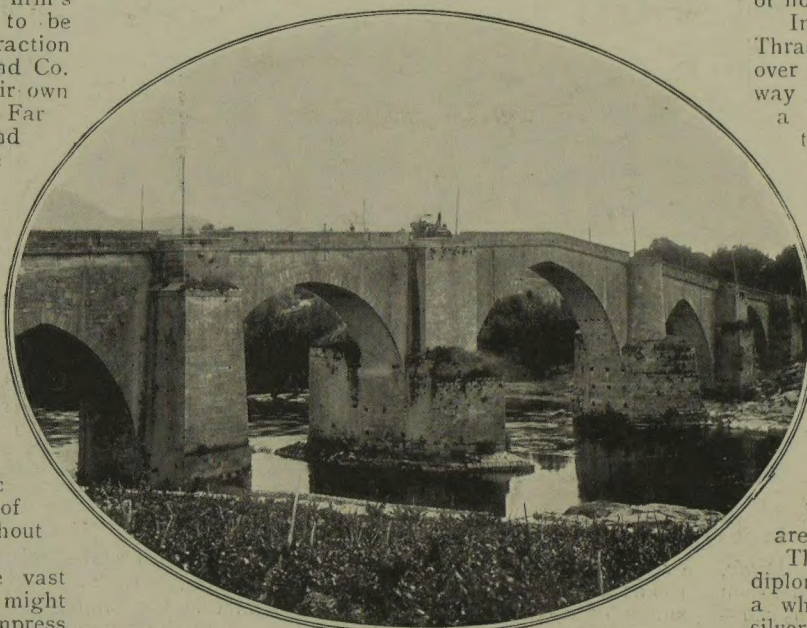
mammoth dimensions. Its works cover thirty-three acres, and boast some of the largest machine-shops in the country.

It is in these shops that the framework of the firm's engines of all kinds is made and kept ready to be shipped to all corners of the earth, for the traction and other engines of Messrs. Marshall, Sons, and Co. are known and used in all lands, and hold their own all through the Continent of Europe, in the Far East, and at the Antipodes, in India, and throughout South America. The engines are each specifically adapted to the roads on which they have to travel. One traction-engine, for instance, destined for South America, has wheels which have been reinforced by iron strips so as to give a better grip on the soft land of the prairie.

The first thing that strikes the visitor is the wonderful order that prevails; even down to the minutest detail. Everything is arranged to make the work go smoothly; every drawing is in its proper place, and can be found at a moment's notice; travelling cranes convey the parts of each machine to the precise spot where they are required. Also electric motors supply the power, so that one section of machinery can be worked during overtime without wasting the power of the whole shop.

Apart from the method and order of the vast establishment, there are many operations which might arrest an artist's eye as keenly as they impress the business mind. The huge blacksmith's shop, with its hundred fires, to and from which men are carrying pieces of glowing metal, gives a colour-scheme of orange and gold, and forms a wonderful spectacle; while the shower of sparks which

agricultural. The industrial class includes horizontal engines, Cornish and Lancashire boilers, special engines for educational purposes, and tea-machinery;



A MARSHALL ROAD-ROLLER PASSING OVER A BRIDGE
IN SPAIN.

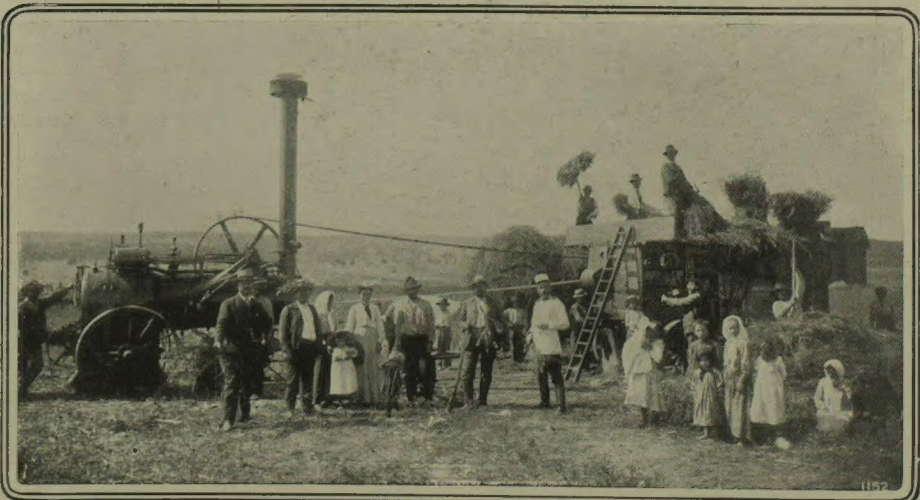
while the agricultural class is mainly represented by steam-thrashing machines and traction-engines.

movement, and its most ingenious feature is the series of brass battens which represent human hands. Machines for sifting tea and for drying it by draughts of hot air are also made in this department.

In particular, there must be mentioned the Marshall Thrashing-machine, which is known to farmers all over the world; and it is now rapidly making its way in India. There for a long time there was a prejudice against it, because it made the corn too clean, and consequently reduced its selling weight!

Emerging from this hive of industry, in which the clang of hammer on metal renders it almost impossible to carry on a conversation, and entering the cool and quiet office, with extensive drawing-rooms, photographic studios, etc., many thoughts arise, but chiefly admiration for the intellect, energy, and enterprise which have produced such a wonderful industrial monument on the banks of the Trent. In the space of sixty years Messrs. Marshall, Sons, and Co. have established a reputation which has made their machinery indispensable all over the world. For English industry there need be no despair so long as such excellent records are to be found.

The reputation of the firm is world-wide, and diplomas awarded at Exhibitions to their goods occupy a whole room, in which the medals of gold and silver fill an enormous case. These successes of the past are being continued to-day, for it is on the sure basis of enterprise, skill, and unremitting attention to every detail of construction and workmanship that there has been built up the great business of Marshall, Sons, and Co., Ltd., of Gainsborough.



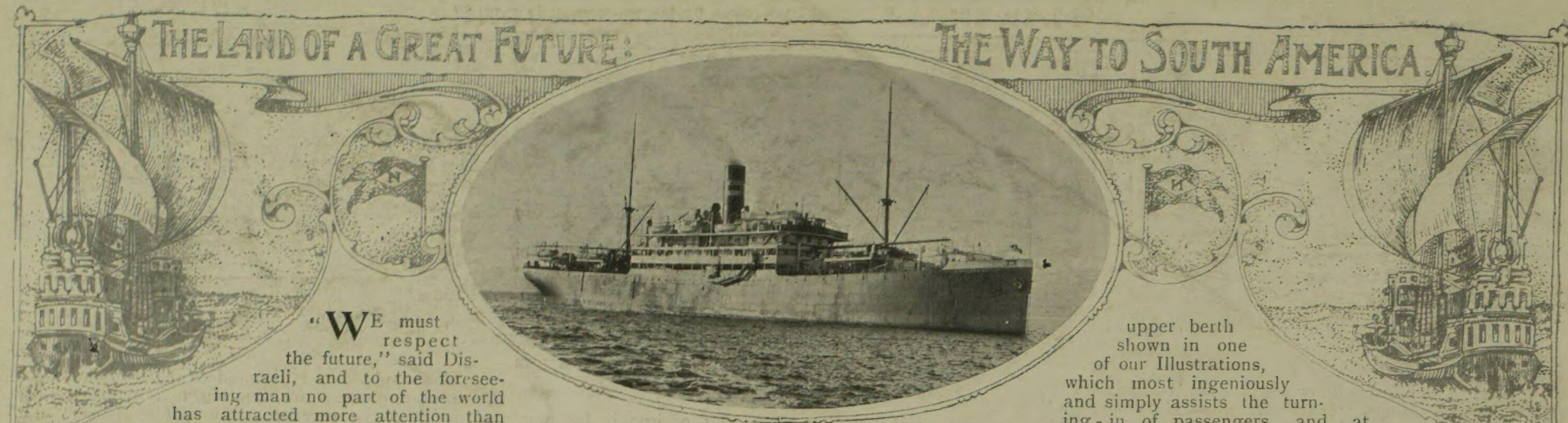
A PICTURESQUE THRASHING SCENE IN ROUMANIA.



A MARSHALL "CORNISH BOILER" BEING HAULED INTO THE INTERIOR OF CEYLON BY ELEPHANTS.

THE LAND OF A GREAT FUTURE:

THE WAY TO SOUTH AMERICA



"WE must respect the future," said Disraeli, and to the foreseeing man no part of the world has attracted more attention than has the South American continent during the last few years, not only for its great development during that time, but also for the prospects of its still greater advancement in the near future. Two factors both significant of and contributory to that development are the recent completion of the Trans-Andine Railway and the extended service of the Nelson Line of Steam-ships between London and Liverpool and the River Plate, with through bookings to all principal points of the South American continent.

It is more than twenty years ago—when South America held a far less important position as a

THE S.S. "HIGHLAND ROVER," OF THE NELSON LINE.

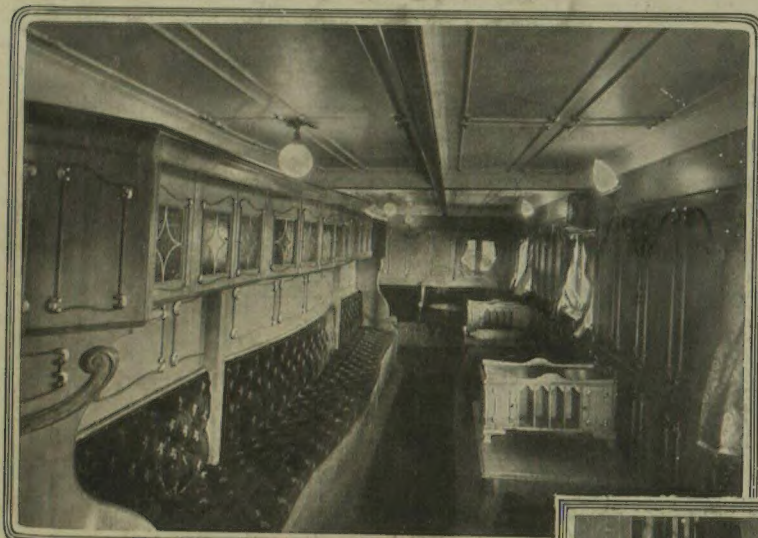
twenty-two days. The principal accommodation is for first and second-class passengers, who are carried under conditions of comfort not excelled by any steamers of this class on the service from England to South America.

Each boat has a fine social hall, and the dining-saloon, with its alcoves, is fitted with small separate tables, which enable passengers to enjoy at meals social intercourse *à la* a first-class hotel. With an eye for the comfort of passengers, the pantry and the galley are located in close proximity to

the dining-saloon, so that meals are served quickly, and the dishes come hot to the passengers. Three good decks provide ample promenade space, well sheltered from the weather. There are also large and handsomely furnished smoke rooms, and bath-rooms and lavatories of the most modern type. The state rooms on the promenade-deck have each an outside berth, and an especial point has been made of the ventilation in these—as, indeed, throughout

upper berth shown in one of our illustrations, which most ingeniously and simply assists the turning-in of passengers, and, at the same time, by the pushing of a lever, enables the occupant of the upper berth to lower or raise half of the bed at will. Excellent second-class accommodation is provided aft, with a good dining-room, bath-rooms, smoke-room, etc., and a promenade-deck which is both spacious and comfortable.

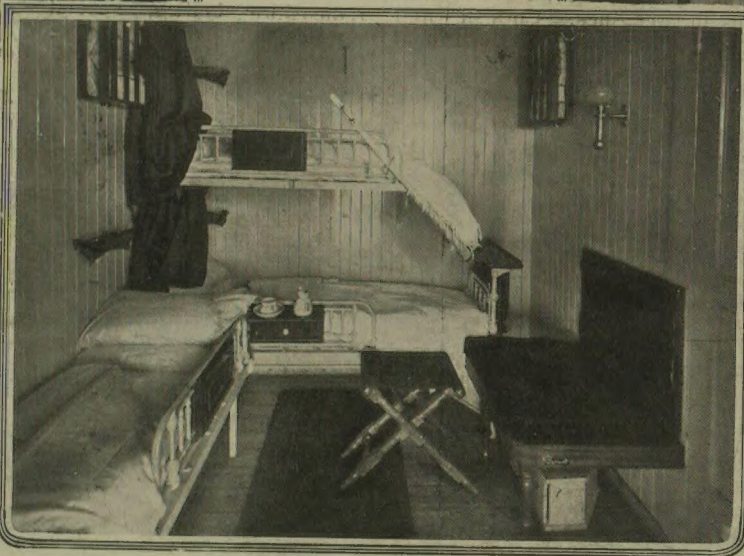
Booking by the Nelson Line from London or Liverpool to the River Plate, through passages may be arranged via the Trans-Andine Railway to every part of the Argentine Republic, Uruguay, Paraguay, Chili, and Peru. Inquiries should be directed



THE LIBRARY AND THE READING-ROOM OF A NELSON LINER.

sphere for European enterprise or field for capital—that the Nelson Line ran its first steam-ship from Liverpool to Monte Video and Buenos Ayres. The rapid development of this line of steam-ships and the part it has played in the opening up of South America are sufficiently indicated by the fact that nine steamers of the latest type, with excellent accommodation for passengers, are now running, or are being built, so that before the end of the present year there will be a weekly service from London and a fortnightly one from Liverpool.

These Nelson steamers, all of 8000 tons, have been specially designed for the South American service. Three are already completed and on the service, while six more are building. The accompanying illustrations show better than any written description the character of the accommodation they provide for passengers. Each of these Nelson liners—of which the *Highland Laddie*, the *Highland Pride*, and the *Highland Rover* are now running between England and Monte Video, Buenos Ayres, and Rosario—is of 4600 h.p., and accomplishes the journey in about



A FIRST-CLASS STATE ROOM PREPARED FOR THE NIGHT.

every part of the ship. When required, several state rooms can be made to intercommunicate, so that suites of apartments can be made available for families. Reference must also be made here to the patent



THE GRAND STAIRCASE LEADING TO THE RECREATION-ROOM.

to the Nelson Line offices at 98, Leadenhall Street, London, E.C.; or to Colonial House, Liverpool; or to 23, Grenville Buildings, Cherry Street, Birmingham.

It may also be mentioned that these Nelson liners are equipped with wireless telegraphic installations, which provide not only for the convenience of passengers, but are also a factor of safety against marine risks.

In addition to this fine accommodation for passengers, the vessels of the Nelson Line fleet are fitted with the latest and most modern accommodation for the carriage of goods. Reference can only be made here to the exactness and delicacy of the cold storage on each vessel. As individual ships they are the largest carriers to and from South America at the present time, and, by the perfection of the plant installed, the refrigerated atmosphere can be adjusted for any perishable cargo, whether beef, butter or fruit, vegetables, or bacon or eggs or hams. In short, these ships will supply a most important link in the chain of communication between England and South America.

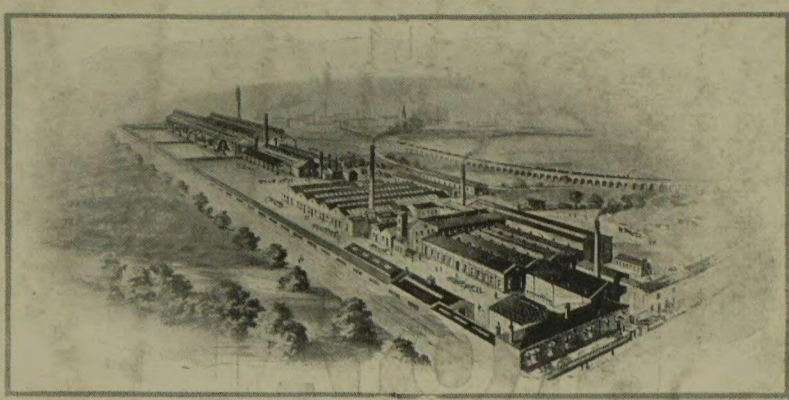


A FIRST-CLASS SMOKE-ROOM.



THE RECREATION-ROOM LOOKING AFT.

FROM PIG-IRON TO THE WIRE ROPE: THE HOUSE OF CRADOCK.



A BIRD'S-EYE VIEW OF THE WORKS OF MESSRS. GEORGE CRADOCK AND CO., WAKEFIELD.

THE manufacture of steel-wire rope, especially when it is undertaken by a firm possessing the industrial acumen of Messrs. George Cradock and Co., Ltd., of Wakefield, is of extreme fascination. For Messrs. Cradock see the thing through from start to finish, taking the crude pig-iron, converting it into steel, and then drawing it into wire of whatever thickness may be required, afterwards twisting same into a wire rope.

Such a firm as this is a great asset to the borough of Wakefield, for it employs between four hundred and five hundred workmen, every one of whom appears to be thoroughly satisfied with the conditions of his labour as laid down by the two moving spirits of the concern—Messrs. George and Percy Cradock.

The visitor, on entering the Wakefield works, is first of all conducted to the steel-works. Here a most impressive sight meets his gaze. Two open-hearth furnaces, one having a capacity of fifteen tons and the other of ten tons, are the receptacles for the pig-iron, which is thrown in to be converted into a molten mass by the fierce flames. The pig-iron used is exclusively Swedish charcoal and West Coast Hematite, and the mode of treating it is by the acid Siemens-Martin process.

The molten metal flows through shutes into moulds, and thereafter appears in the form of ingots, which are then shaped into billets or blooms. These are subsequently taken, re-heated, and rolled into wire rods.

There is certainly a wonderful glamour about this stage of the procedure. The rods throw out their serpentine lengths, and are picked up and duly disposed of by the operatives, who employ their pinners with most exceptional dexterity.

Next comes the wire-drawing room, where the steel rod is annealed, pickled, and dried. The drawing is an extremely ingenious operation. The rod passes through a series of plates, gradually becoming thinner and thinner until the required dimensions are attained. There is no hurrying of the process; the metal is treated kindly, each draught affecting only the very slightest reduction.

The third shop is the wire-rope department—a huge machinery-hall, where, by means of the most up-to-date appliances, the rods hitherto seen in process of manufacture are spun into strands. Very often the rope is given a hempen core, as this adds flexibility and lightness to the finished article; which reminds one that Messrs. Cradock make their own hempen rope, this being a not unimportant subsidiary branch of their business.

Passing through the various departments of Messrs. Cradock's factory, one is struck by what one might call without hyperbole the essential honesty of their methods. Their aim is not only to make wire rope, but to make the best wire rope possible. Before any consignment leaves the works, a portion of it is

its manufactures to the cause of agriculture. It makes a special form of rope which is adapted to steam-ploughing, and this is used by farmers in all parts of the world.

Other uses of the Cradock steel-wire ropes are

legion. In collieries they are of the utmost advantage, being utilised for winding capstans, haulage, and sinking-ropes; for nautical purposes their uses are many and various; and they also form the chief equipment of aerial tramways—those ingenious devices for the carriage of goods, which have been adopted where no other means of transport are available. They are also indispensable in connection with cranes, winches, hoists, and elevators. Mention should also be made of the special rope which has been devised for use in the various processes connected with oil-wells.

A few words as to the history of the firm. The grandfather of the present directors began the manufacture of hemp ropes in Darlington.

The business was transferred to Wakefield about 1853, and in the 'eighties the manufacture of wire rope began to develop, with a hempen strand as its centre. Since then there has been no looking back, and by its pursuit of the principles which have brought it to its present high position, still greater triumphs are assured to the firm of Cradock.

The wire rope which they manufacture is of all thicknesses, and is adapted to heavy and light work of all descriptions. It can be used in connection with a steam-plough, or it can be employed for bicycle or motor-car brakes.

Messrs. Cradock, ever up to date, are now manufacturing a special cordage for use in dirigible airships and aeroplanes. The wire rope for such a purpose is of exceedingly high quality, great lightness, and enormous tenacity.

It is by excellence of manufacture, careful selection of material, and a thorough testing of every coil of rope before it leaves their works that Messrs. Cradock have achieved their high reputation.



3. THE FIRM'S OLD CONSTRUCTION OF ROPE WHEN NEW. 4. CRADOCK'S LANG'S PATENT ROPE WHEN NEW.

WIRE ROPES, OLD AND NEW, AT MESSRS. GEORGE CRADOCK AND CO.'S., WAKEFIELD.

cut off and tested by most delicate machinery for three things—bends, torsions, and tensile strength. One of the machines in the special testing-room is capable of testing the tensile strain of any wire rope up to fifty tons.

This is all the technical description of a very remarkable industrial process which the general reader may require to peruse. His interest will now be awakened in the finished products of Messrs. George Cradock and Company, Ltd.

They include ordinary wire rope, either plain or galvanised (and here it may be advisable to state that so carefully is the galvanising done that the quality of the wire rope so treated is quite equal in quality to ungalvanised material); Lang's patent rope, which revolutionised the industry, and of which Messrs. Cradock were the original introducers; the "Nuflex" non-rotating flexible rope; and the lock-coil wire rope.

The presence of the firm at the Liverpool meeting of the Royal Agricultural Society this week is an indication of the importance of

1. A PIECE OF WORN PLOUGH STEEL ROPE AFTER IT HAD BEEN IN USE FOR 14½ YEARS ON THE ENDLESS TRAMWAY OF THE DERBY KILBURN COLLIERY CO.

2. THE FIRM'S LOCK-COIL WIRE ROPE, NON-TWISTING AND VERY STRONG.

5. THE "NUFLEX" WIRE ROPE, SPECIALLY FLEXIBLE AND WITH EXCEPTIONAL WEARING SURFACE.

6. THE FIRM'S LOCK-COIL STANDING ROPE, WHICH IS USED ON AERIAL ROPEWAYS.

**ROYAL INSURANCE
BUILDINGS**

1, North John Street,
LIVERPOOL.

FIRE



**ROYAL INSURANCE
BUILDINGS**

28, Lombard Street,
LONDON.

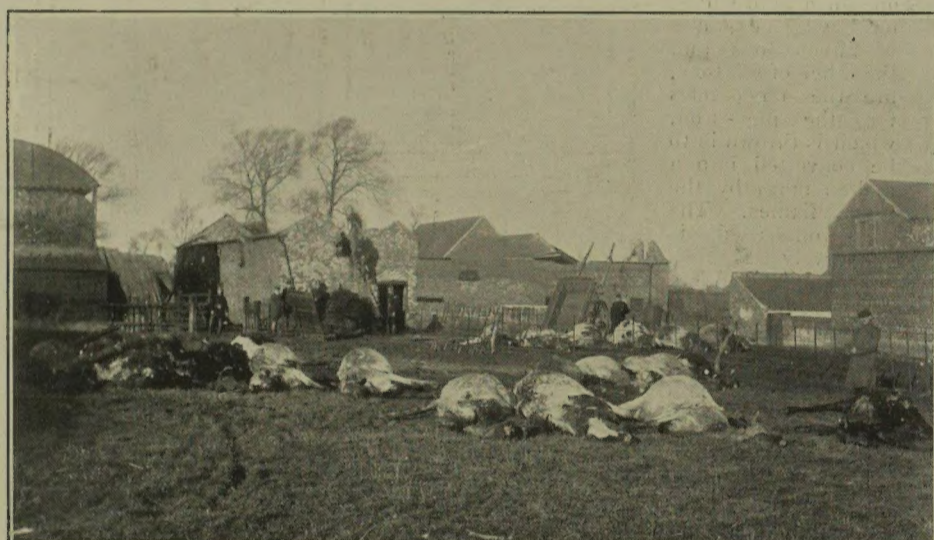
LIFE

**LOSS OF PROFITS. MOTOR CAR. ACCIDENT.
MARINE. BURGLARY.**

Total Funds over **£16,000,000.**



24 Young Heifers killed by Lightning at Warwick Castle Park, 9th July, 1905.



28 head of Cattle killed in farm fire near Wrexham, 11th January, 1910. Photo. by D. W. Jacobs, Wrexham.

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